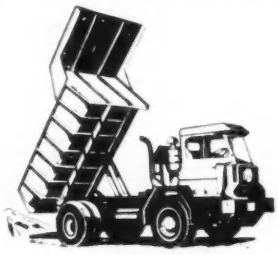
THE COMMERCIAL MOTOR

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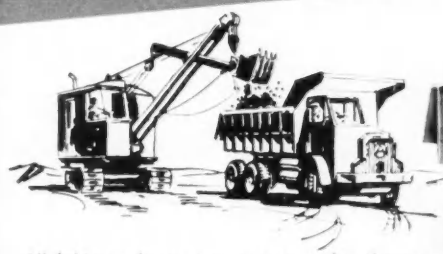


One of a fleet of 4 wheel Dumpers for use in Saudi Arabia. These particular vehicles are equipped with all-steel bodies of 6-cubic-yards capacity and powered by 158 h.p. Cummins diesel unit. Right or left-hand control can be supplied according to requirements.











All Atkinson dumpers are constructed to the most exacting requirements to meet the needs of the individual operator. This model being of the six wheel type with body capacity of 10/12-cubic-yards.

To their already well-known range Atkinson add these specialised vehicles for the really tough jobs. In accord with the theme of "Rangeability" they are available with a wide choice of ancillary equipment to suit the individual operator.

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Telephone: PRESTON 84284-5-6-7 Telegrams: "WAGONS PRESTON"

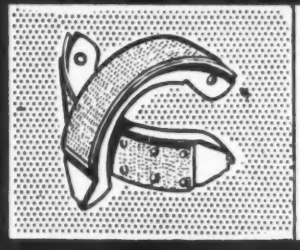
London Sales and Service: Nightingale Engineering Co. Ltd., Western Lane, Nightingale Lane, London, S.W.12

# 6 GOOD REASONS

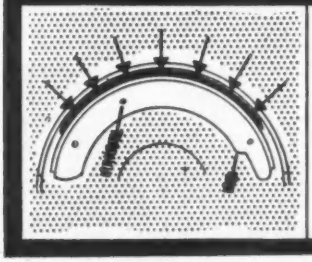
## FOR FITTING GIRLING REPLACEMENT SHOES



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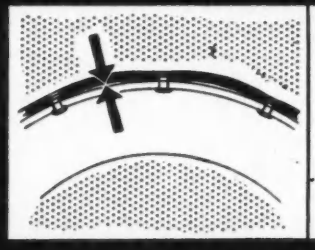
2 They are correctly riveted or bonded and precision ground to specified contours



3 They bed down quickly to full contact area and give highest efficiency braking in minimum time



4 They save you garage time by being perfectly simple to fit



5 They ensure that the lining fits tight to the shoe platform and so avoids this kind of gapping



6 They are your assurance that your vehicle braking is as good as new

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**REPLACEMENT BRAKE SHOES**

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Dear Sirs,

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Continued expansion of our business has now necessitated the purchase of an additional vehicle and in view of our past operating experience we have had no hesitation in deciding that the choice should be one of your new diesel engined Commer 7 tonners.

Yours faithfully,
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Ivo Peters

Joint Managing Director.




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*The petrol-engined seven-ton Commer to which reference is made in the above testimonial.*

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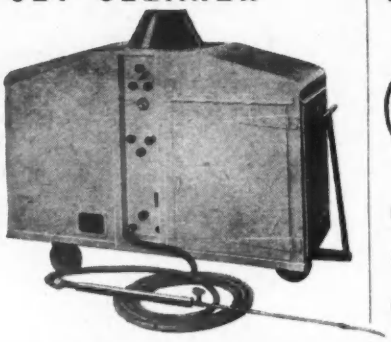
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**Medium Pressure Oil Pump** 4:1 ratio W.G.S.101 and W.G.S.101A.

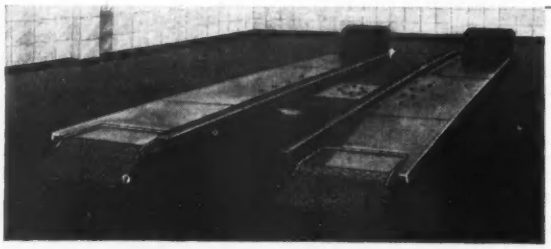
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**Spring-operated Heavy Duty Hose Reels**

For use in "Wall flush" "Wall—Surface" or "Centre Island" Installations

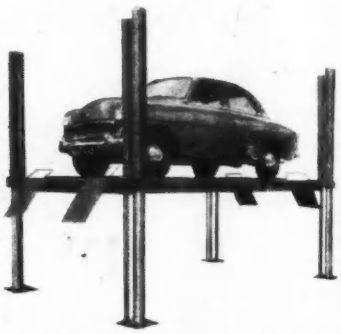
Grease W.G.S.200.
Non Metered Oil W.G.S.201
Metered Oil W.G.S.202.
Air W.G.S.203. | Water W.G.S.204



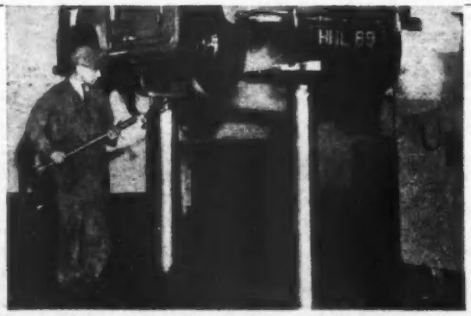
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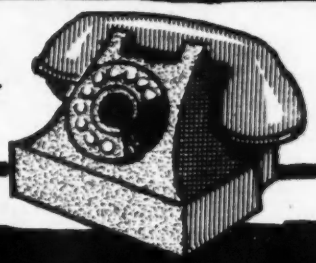
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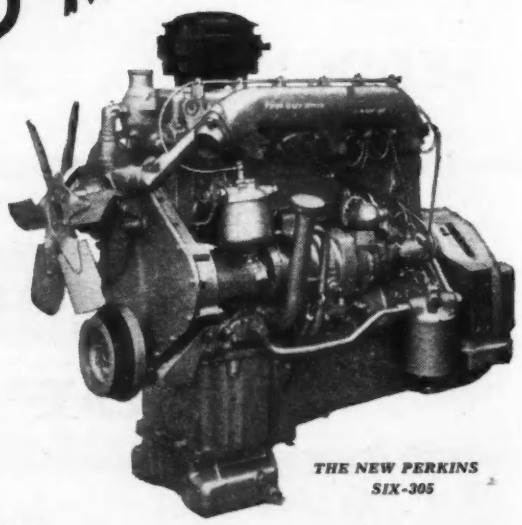
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# STAMINA

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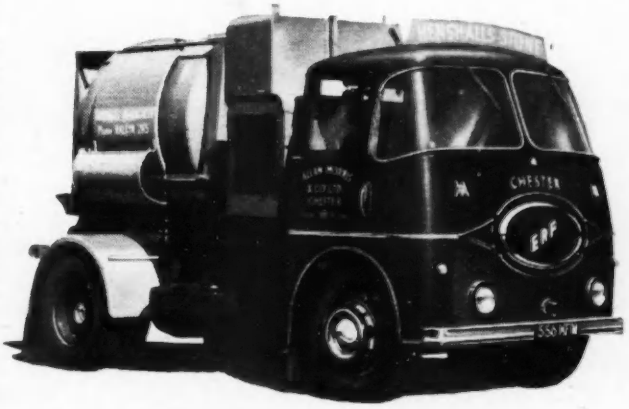



The dictionary describes Stamina as—"power of endurance—lasting strength" and it is one of the outstanding features of all E R F vehicles. Every year of operation means thousands of trouble-free miles for any E R F as owners all over the world are continually proving. And they enjoy this dependable running at rock-bottom operating costs.

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★ *(ABOVE) E R F Model 68G Tipper, with Gardner 6-cylinder oil engine. The end-tipping alloy body is of extra large capacity, with twin under-floor tipping rams. The roomy and comfortable E R F driving cab is standard except for dual headlights.*

★ *(RIGHT) E R F Model 44G chassis with Gardner 4-cylinder oil engine carrying a Rapier concrete mixer unit for mixing during transportation. Mixer unit capacity is 3½ cu. yds.*




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Directors: D. FODEN E. P. FODEN E. SHERRATT

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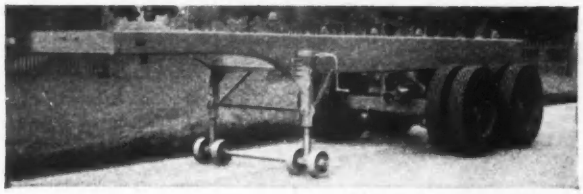
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# HANDS TRAILERS LEAD THE WAY

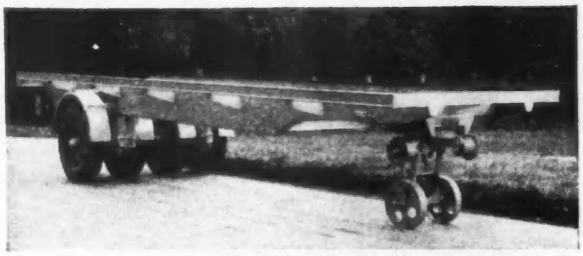
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UTLT 16/18 ton. Tandem axle. Tanker chassis. All rubber suspension.



UTSF 16/18 ton. Straight frame. Tandem axle. All rubber suspension.



GBSF 12 ton. Double bogie also as S.A.E. up to 12 and 15 ton.

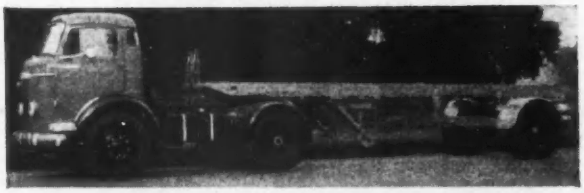
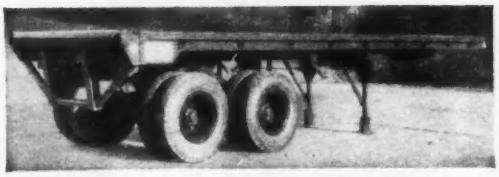


Illustration above shows USSF 10 ton. Hands air suspension. Made in complete range.

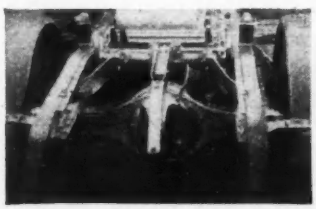
Illustration below shows USLM 12 ton Detachable Axle Machinery Trailer. Standard range 8—40 ton.



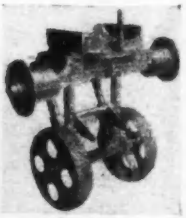


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Tractor Gear. 7 to 12 tons capacity.



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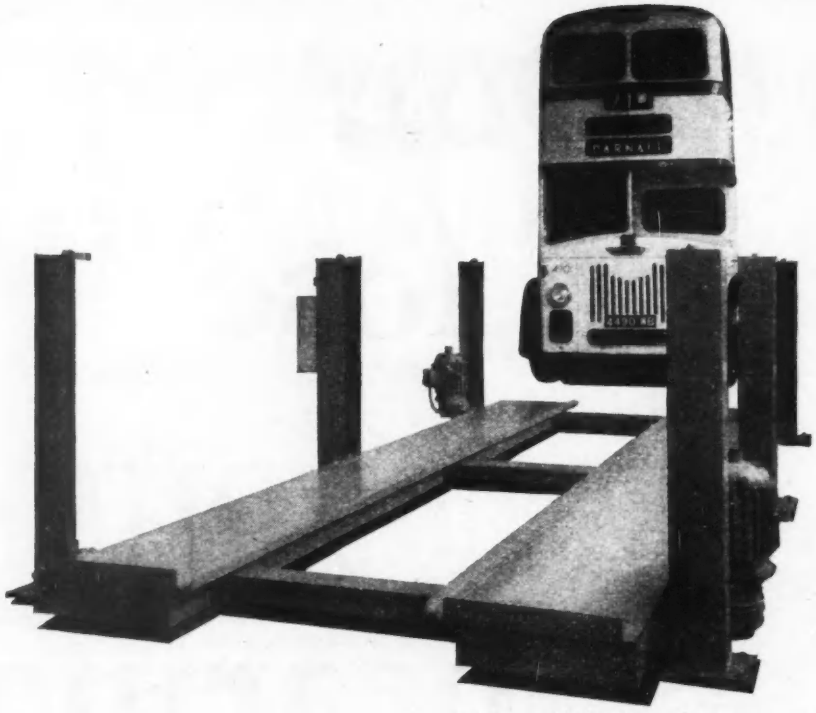


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## . . . with the new Laycock Lift

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**Price £475**

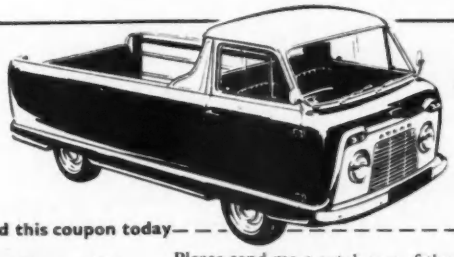


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*Backed by a 12 months' guarantee and the world-wide Stanpart spares service.*



## & the ATLAS 10/12 cwt. PICK-UP

The ATLAS 10/12 cwt. Pick-up embodies all the basic features of the 10/12 cwt. Van, including the comfortable driver's cab. The body is sturdily built to take all types of loads and is fitted with a drop-down tail-board making it ideal for dairymen, builders and market gardeners.

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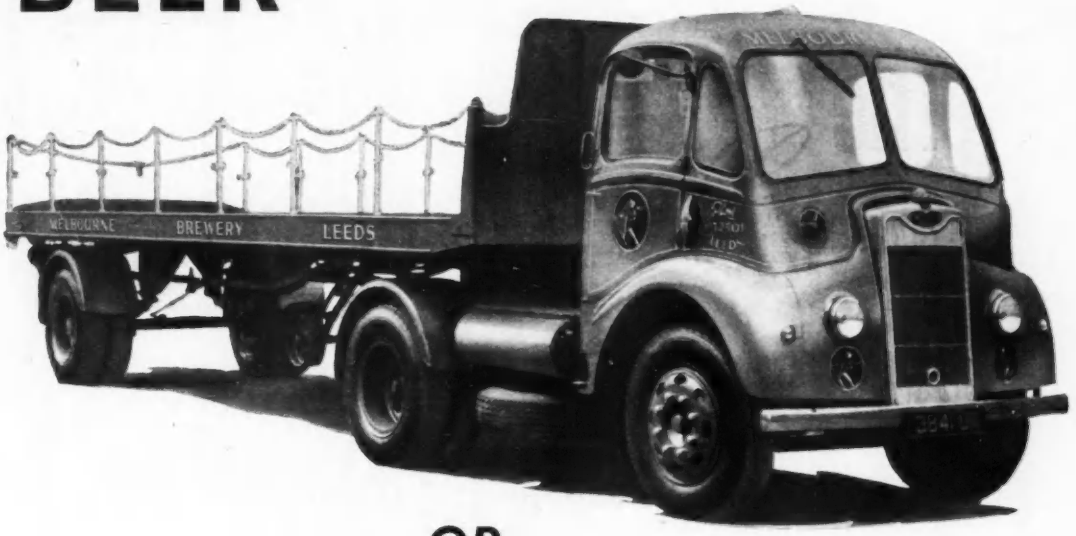
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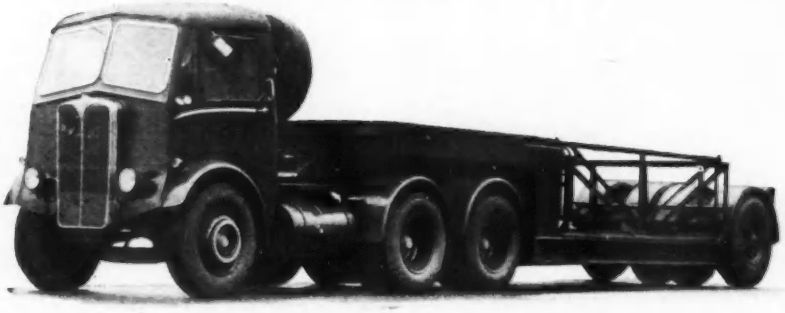
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FOR **PLASTICS**

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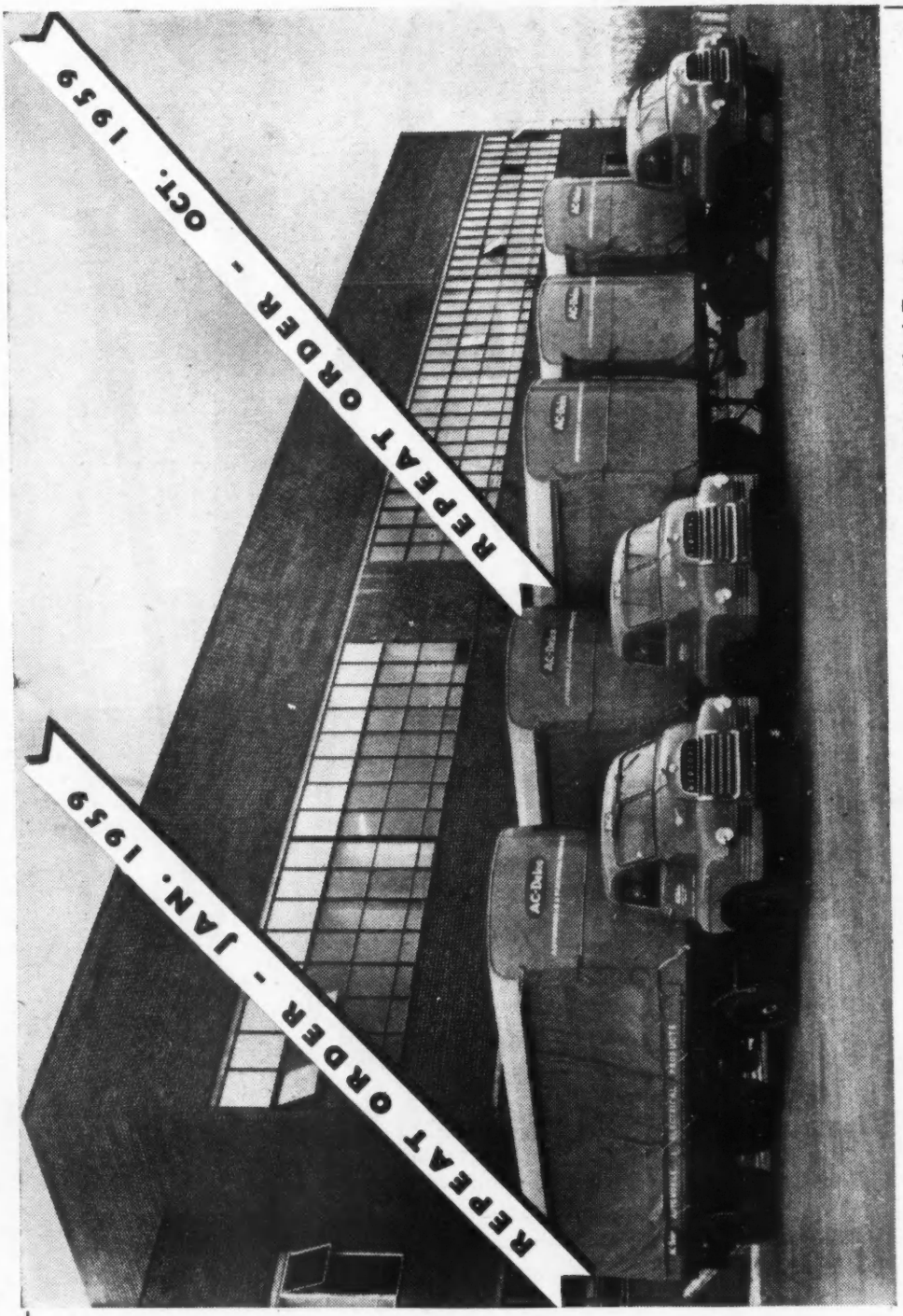
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B11




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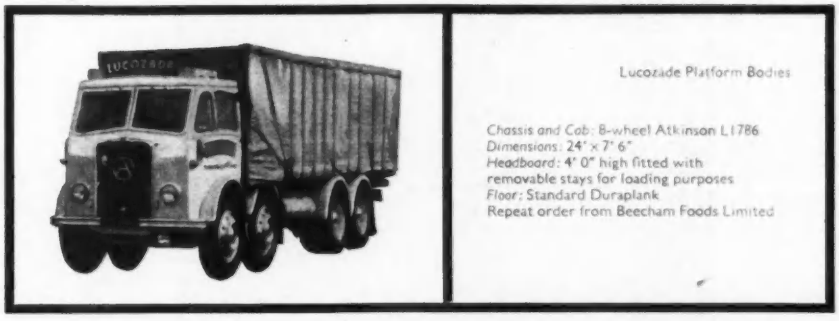
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P14



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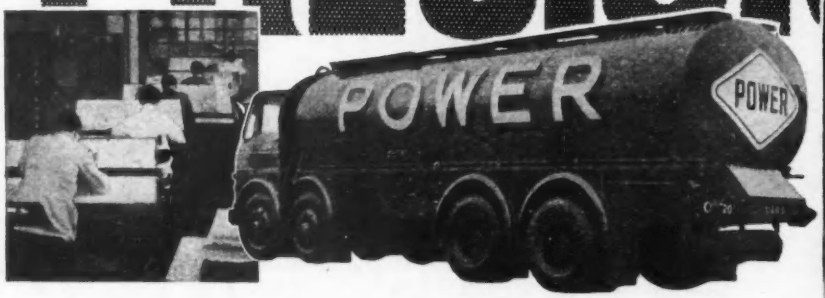
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817

## Off the peg or made to measure?



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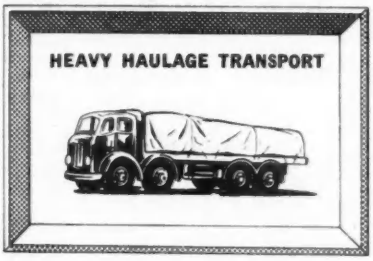
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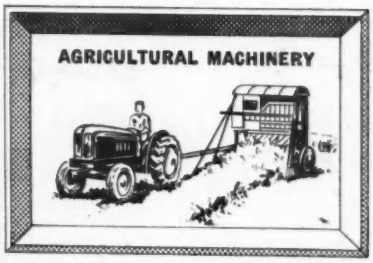
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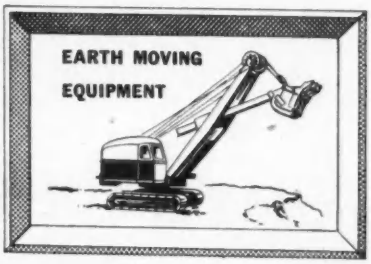


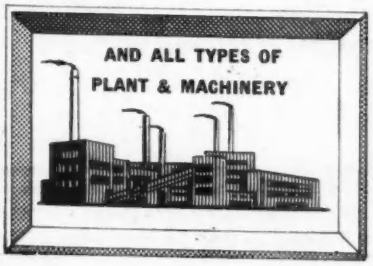







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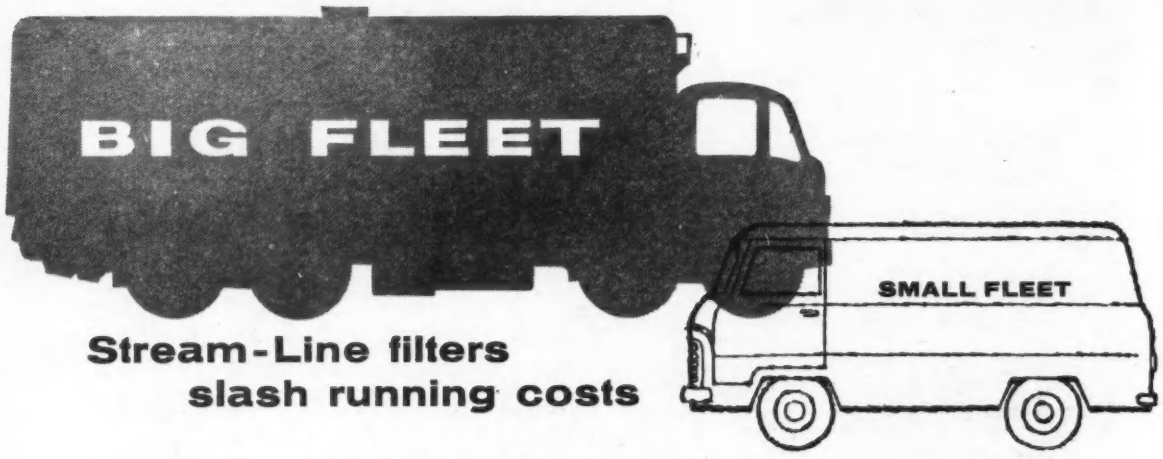
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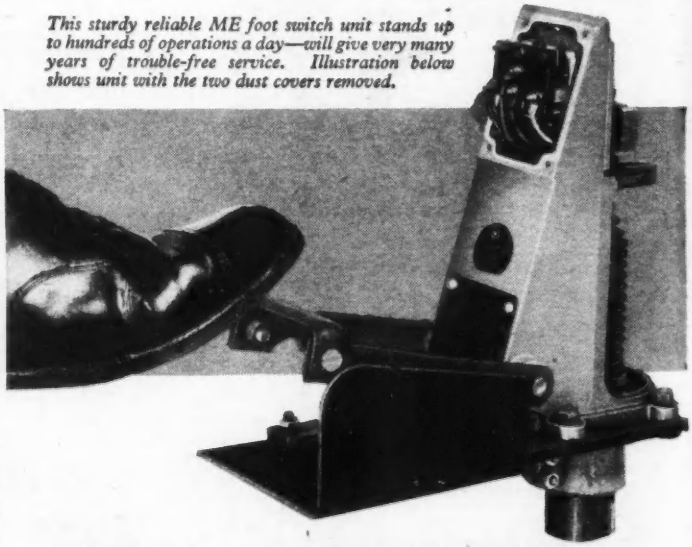
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*This sturdy reliable ME foot switch unit stands up to hundreds of operations a day—will give very many years of trouble-free service. Illustration below shows unit with the two dust covers removed.*



***It pays to run electrics and it pays even more to run Morrison-Electricars***

Write or 'phone for details

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*Scammell also produce semi-trailers for loads from 3 to 12 tons fitted with the Scammell automatic and S.A.E. Fifth Wheel coupling gear.*



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to use transport purpose-built by

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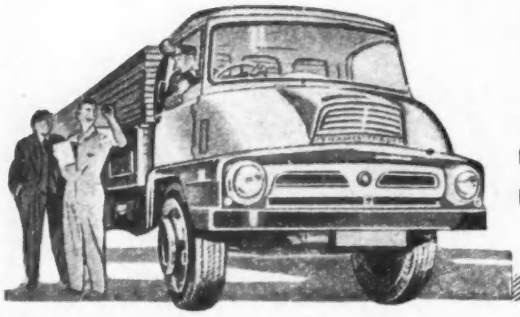
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**TO DEMONSTRATE** to you with your load under your operating conditions.

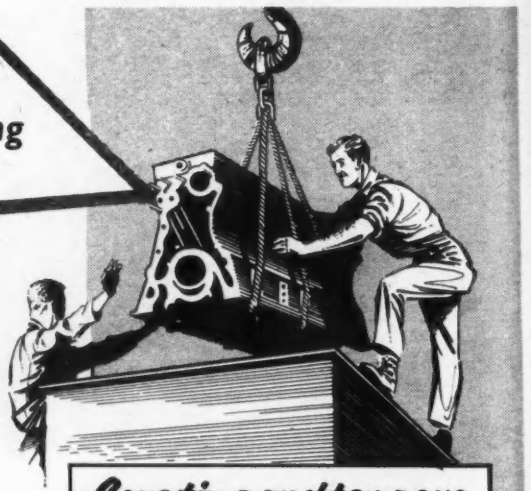
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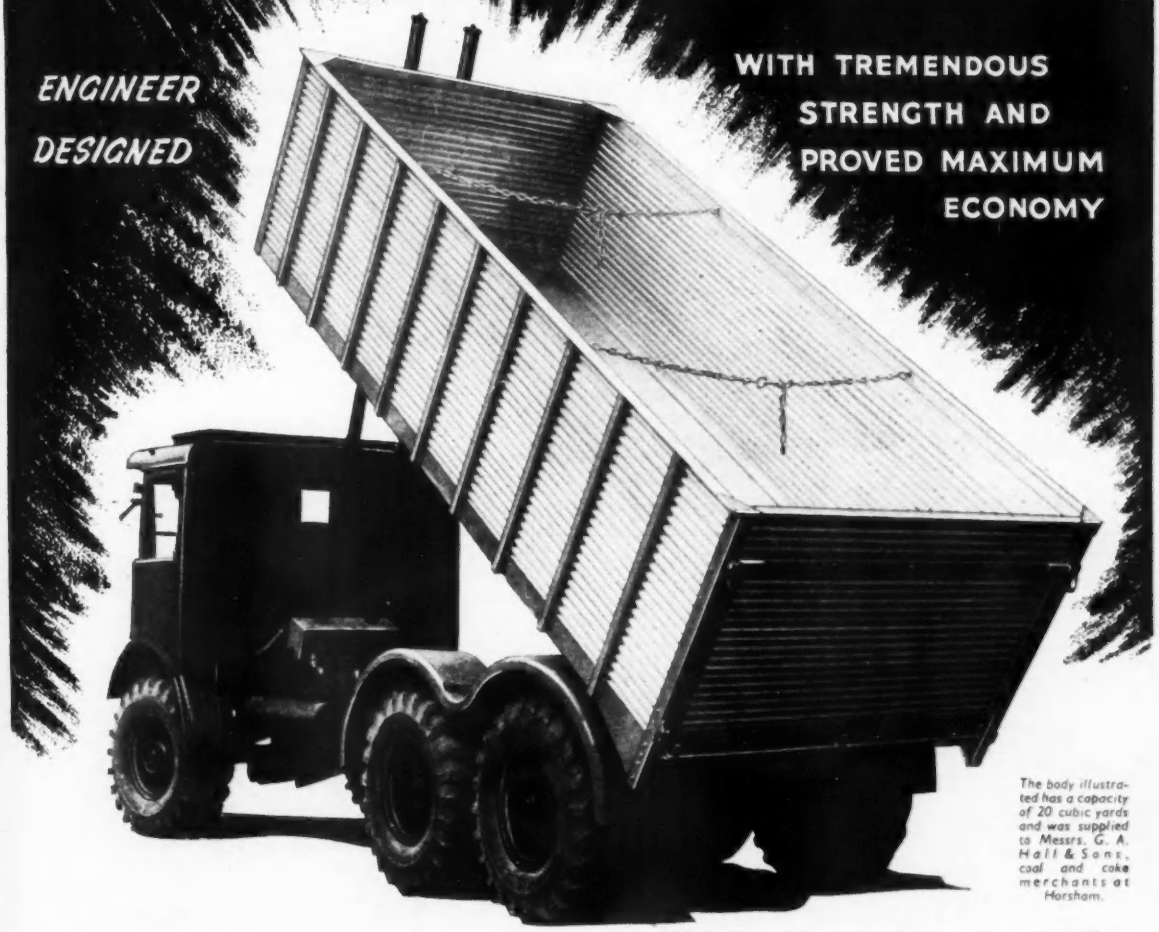
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# for BIG CAPACITY LOW WEIGHT TIPPERS

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WITH TREMENDOUS STRENGTH AND PROVED MAXIMUM ECONOMY



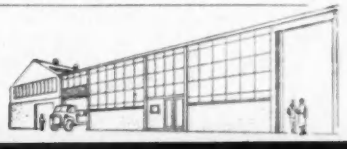
*The body illustrated has a capacity of 20 cubic yards and was supplied to Messrs. G. A. Hall & Sons, coal and coke merchants at Horsham.*

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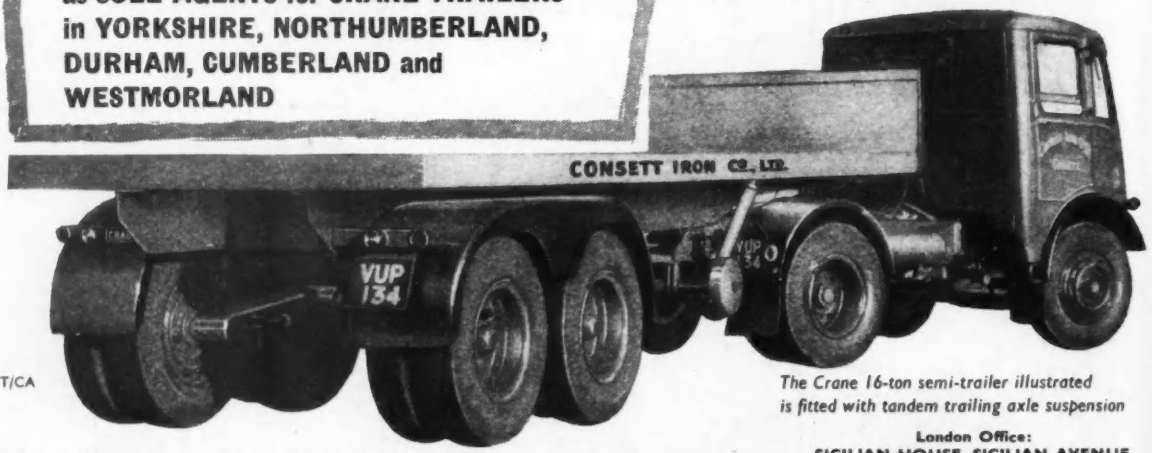
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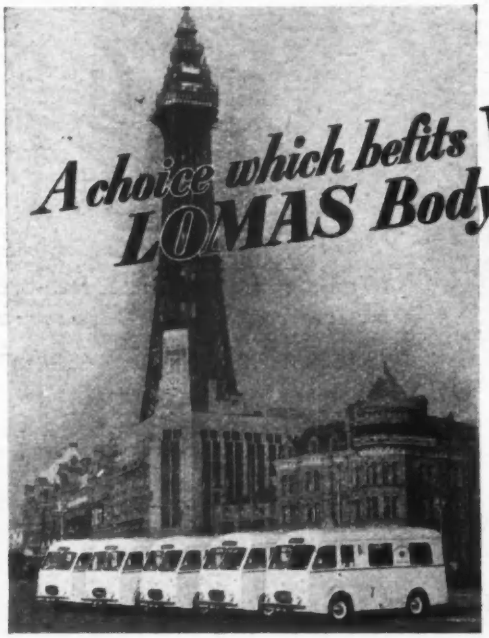
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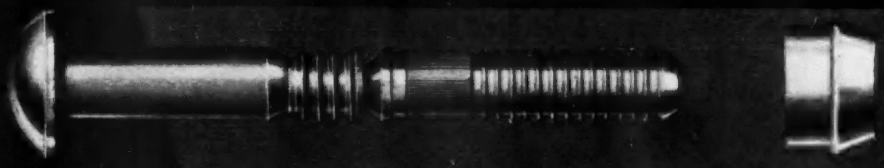
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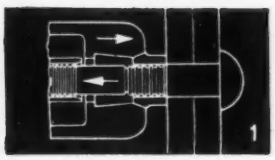
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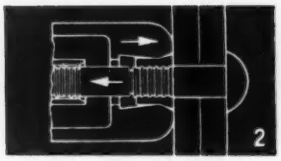
# this is a HUCKBOLT...



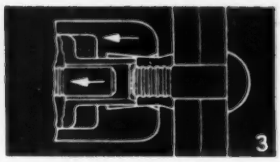
## here's how it works...



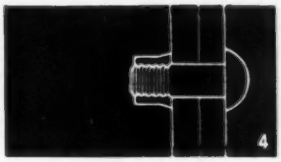
High clenching action clamps sheets together.



Collar swaged and locked into grooves.

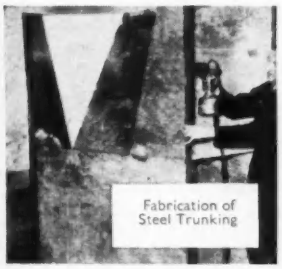


Bolt breaks at breakneck groove.



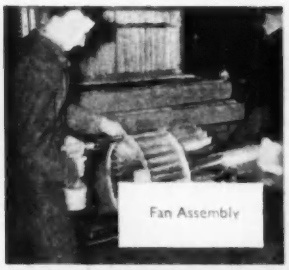
Installed Huckbolt.

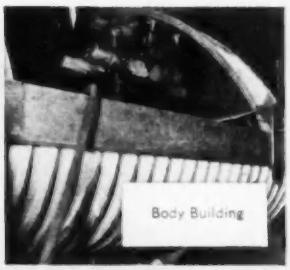
## and here are some of its applications










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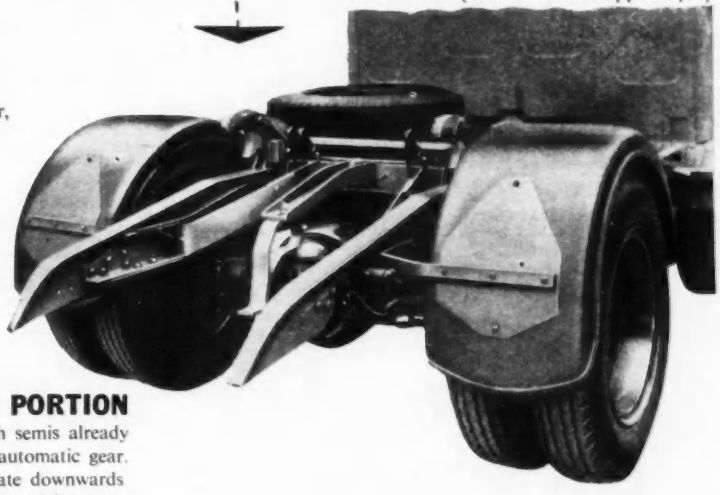
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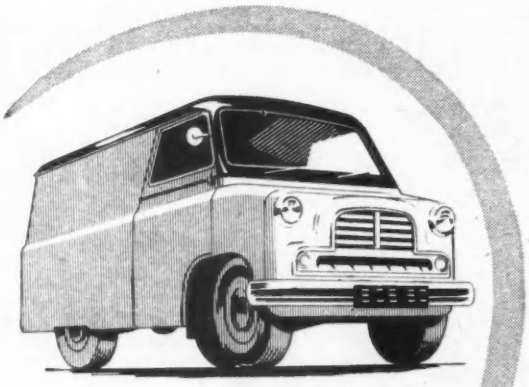
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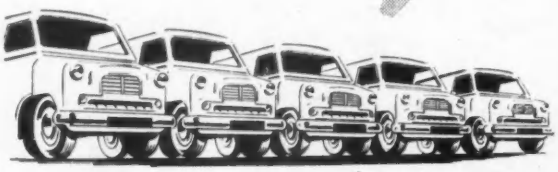
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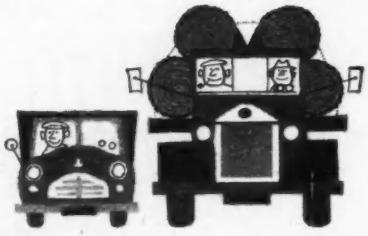
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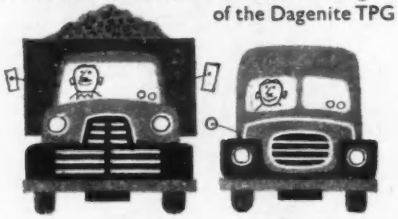
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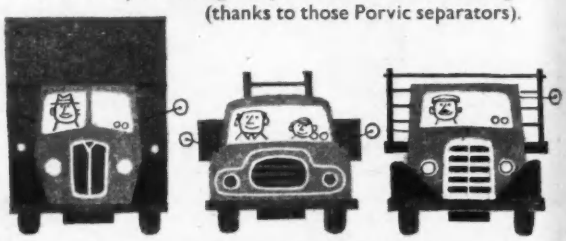




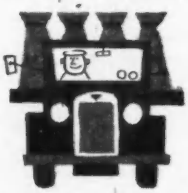
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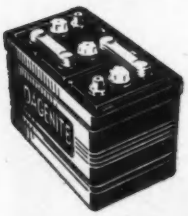


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Fred's idea was to introduce JIZER; his reply to Sir Bertram's congratulatory words modest and to the point.

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He agreed with Sir Bertram that in this age of common men, some were less common than others.

(Applause)

**Jizer** SOLUBLE SOLVENT

*Another cleaning aid by* deb

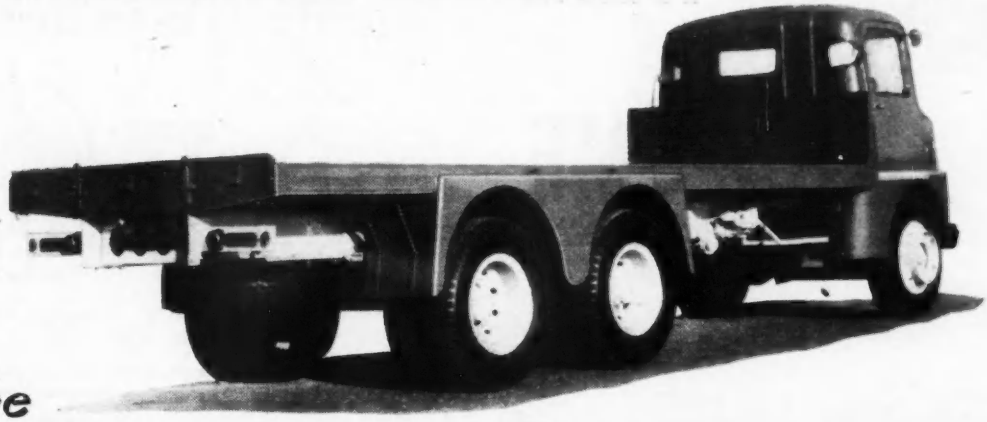
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**14 TON PAYLOAD**



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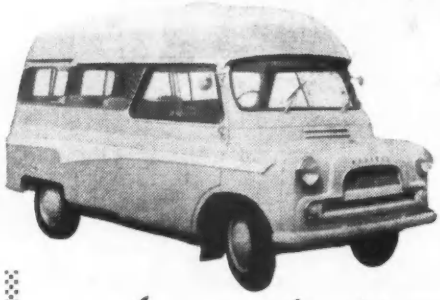
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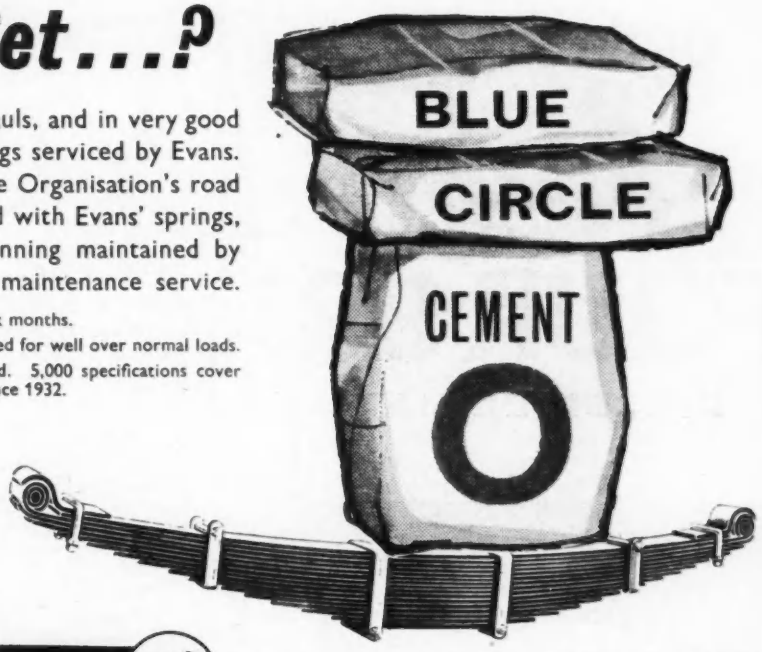
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MIDDLESEX

R.C. Allen, Esq.,
Perkins Engines Limited,
Peterscourt,
PETERBOROUGH.

Our ref. CFC/JRB/Pers/7

19th October 1959

Dear Mr. Allen,

Perkins Four 99 Diesel Engine.

Twelve months ago we fitted two of our Ford 15 -cwt Vans with your Four 99 Diesel Engine so that we might have an opportunity to thoroughly test this unit about which we had heard so much. Both vehicles have now covered a considerable mileage, mainly on short delivery/collection journeys.

We have been very impressed with the performance and reliability, not to mention the fuel consumption which has averaged 41.5 m.p.g.

We sincerely hope your engine will soon be offered as first equipment by vehicle manufacturers in their 12/15 -cwt Vans. There is no doubt that, if it were, we should not hesitate to operate all our 15-cwt Vans with your engine.

It is worth recording that we still operate a considerable number of vehicles fitted with your P6 engine and have been more than satisfied with their performance over many years. We are only too sorry that it is not available today as first equipment with certain manufacturers.

In conclusion, may I say how very much we have appreciated the helpful advice and co-operation that has always been forthcoming from your organisation.

Yours sincerely,
GEORGE WIMPEY & CO. LTD.,

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TRANSPORT WORKS MANAGER.

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TEL: LOUGHTON 5201-5

R.C.Allen,Esq.,
Perkins Engines,Ltd.,
PETERBOROUGH.

Dear Mr.Allen,

The Perkins "Four-99" engine,which we fitted experimentally into a Ford 15-cwt. in October last year, has now completed over 23,000 miles.

The fuel consumption works out at 41.23.mpg. and the oil consumption is still negligible;approximately 2,000 mpg.

Our Fleet of 15-cwt.Vans,which are "Four-99" equipped,have attained a total of over 125,000 miles and we are completely satisfied with the performance and results - the only trouble we have experienced has been one broken fuel pipe.

We are now looking forward to the time when the manufacturers will offer us a "Four-99" engine as alternative equipment.

Yours sincerely,

Transport Manager.

The FOUR 99 (V) diesel engine—rated to develop up to 42.3 b.h.p. at 3,600 r.p.m.—is available for installation in many popular types of 10/15 cwt. vans.

Details of this engine and a full list of available conversions will gladly be sent on request.

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THE COMMERCIAL MOTOR

*Largest and Most Influential Circulation*

DECEMBER 11, 1959
VOL. 110 No. 2834

# *Petrol Possibilities*

THE development of new techniques in combustion-chamber design may well open up a fresh field of progress in petrol engines that at present exists largely in the imagination of advanced technicians. The production of highly efficient petrol engines could redress the lack of balance between the availability of the lighter-fraction fuels and the supply of the heavier distillates. The interests of oil-engine makers would not necessarily be threatened by this development, because extremely high compression ratios would require crankcase scantlings of the compression-ignition-engine type to resist the greater stresses.

It is claimed that a relatively modest increase in compression ratio from 8 to 1 to 11 to 1 has reduced fuel consumption by a quarter, and there is promise that overall fuel consumption might by this means be halved within the foreseeable future. It would, however, be essential to develop a means of operating the unit on commercial-grade petrol, without serious loss of performance, if it were to be competitive with an oil engine.

By using costly fuels of high octane rating it has been possible to raise compression ratios to the point where the peak-load efficiency of a petrol engine equals the maximum efficiency of a typical oil engine. The efficiency at lower loads and speeds—a matter of great importance to the majority of commercial-vehicle operators—of the most advanced design of petrol engine envisaged by some authorities would, however, compare unfavourably with that of the oil engine. Indeed, many experts believe that equality in peak-load efficiency between petrol and oil engines will never be reached.

## A Critical Limit

One of the main difficulties in fully exploiting the known possibilities of raising the compression ratio is that a reduction in the size of the combustion chamber below a critical limit involves an increase in the surface-volume ratio, which seriously impairs efficiency. So far, experiments have been conducted on existing types of power unit adapted to operate at very high compression, but the gains might well have been even greater had the engines been designed from the start as high-compression units.

Work done by the British Internal Combustion Engine Research Association with petrol engines having constant-pressure pistons proves that a substantial part-load advantage is offered by automatic ratio control, and it may be assumed that the unit would run satisfactorily on commercial fuel with only a small loss in peak performance. Progress in ratio control could close the gap between the consumption rates of petrol and oil engines if a combustion chamber were designed to provide a compression ratio in the region of 20 to 1 which did not impair combustion by virtue of its poor shape.

In using a constant-pressure piston it would also be necessary to evolve a means of compensating for any reduction in the quenching effect of the squish area. If these conditions were satisfied the unit might be more economic than an oil engine. Certainly, its power output per litre should substantially exceed the current average.

Despite the existence of the petrol engine for some 70 years, relatively little is still known of the mysteries of combustion. Its future development depends largely on a more profound understanding of what goes on inside the cylinder head at high compression ratios. This is a matter for concentrated research, which might well be combined with a study of the combustion characteristics of engines designed to operate on a variety of fuels.

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## *Stimulant and Tranquillizer*

ACCORDING to Mr. A. B. Waring, president of the Motor Industry Research Association, the British motor industry spends more than £20m. a year on research and development. This may seem a large figure, but American expenditure is placed at £200m. a year. This is a measure of the competition which British makers must face, despite an almost overwhelming burden of taxation.

Most of their investment in research and development is on their own account. The work done centrally for the benefit of the whole motor industry and its customers all over the world is conducted on a shoe-string. M.I.R.A.'s annual revenue is £200,000, of which £60,000 comes from the Government through the agency of the Department of Scientific and Industrial Research. Although hampered by a lack of funds, M.I.R.A. have already rendered great service, and they are embarking on a new five-year plan of research into many important phenomena.

In view of the confession last week by Mr. Reginald Maudling, President of the Board of Trade, that he was sometimes alarmed by the extent of Britain's dependence on the motor industry for its daily bread, one might expect that the Government would be more generous in their support of its central research organization. He could help to sustain Britain's motor exports and set his mind at rest by increasing Government aid for the research and development on which the continued prosperity of a key industry rests.

**Men Who Make Transport—11**

# Charles R.

WHEN one has a positive liking for people, as has Mr. Charles R. Hodgson, chairman of the East Midland Traffic Commissioners and Licensing Authority, life presents many compensations denied to those of more cynical outlook. It is, perhaps, apt to be a crowded life, but it is as rewarding as it is entertaining.

A man who has spent the greater part of 30 years practising or administering the law tends to see his fellows with the penetrating clarity of an X-ray apparatus. It is an indication of his innate sympathy, for want of a better word, that Mr. Hodgson likes what he sees—on the whole.

His understanding of human nature is a thing which is obvious in his court. He is a helpful chairman and his assistance is available as much to the uncertain advocate as to the diffident witness. He personifies the dignity and courtesy of English legal practice. He is equally capable of the devastating remark from the bench that stops tedious proceedings in gales of laughter.

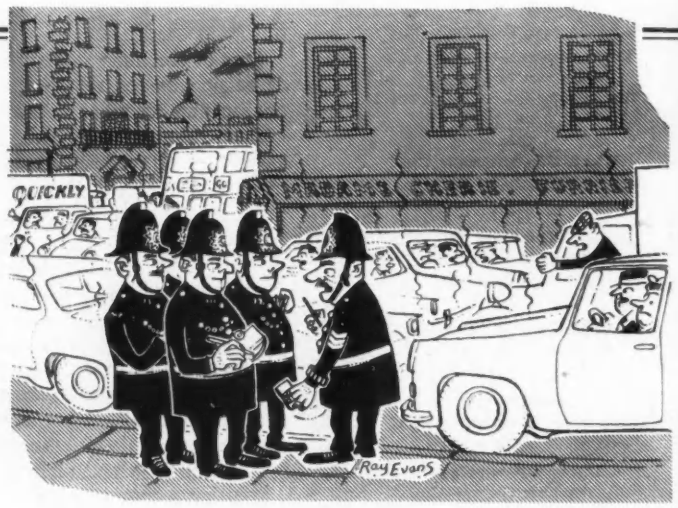
Not, you may be sure, that he is a man to suffer fools with any gladness. He is blessed with an abundance of nervous energy and a zest for work—but he likes to see results. He does not appreciate in an advocate a prolix and pedestrian approach to a point of law, nor does he require verbose amplification once the point is made.

In his many years as Traffic Commissioner and Licensing Authority, both in South Wales and the East Midlands, Mr. Hodgson has never had a decision on the haulage side taken to appeal, and only one passenger matter (and that was rejected). It is an enviable record and one that is due rather to a common-sense interpretation of the law than to the law of chance.

**Bird's Eye View**

# Charity Begins at Home

AT a time when so much human suffering cries out for relief, it requires cool nerve to establish a fund to save a tram. This was done by a group of South London enthusiasts, who even persuaded London Transport to contribute to the "Feltham fund" to buy a tram of that type from Leeds Transport Department and return it to its London home—but this time to be laid to rest in the British Transport Commission's collection of historic vehicles. Funeral rites were conducted last week by B.R.S. (Pickfords), Ltd., and reverent tram worshippers can now pay homage to the embalmed monster at Clapham.




*"Right, then, altogether, spread out and we'll book the lot for unauthorized parking."*

### *Who Cares?*

PARLIAMENTARY time must be pretty cheap if it can be used to discuss the literary merits of "lay-by" signs. The grammatical sense of Mr. A. F. Hendry, Conservative M.P. for Aberdeenshire West, is offended by the expression, which, he urged in the House of Commons last week, should be replaced by "halting place." Rising magnificently to the occasion, a Government spokesman replied that "lay-by" had the blessing not only of the "Oxford Dictionary," but also of the Traffic Signs Regulations and General Directions, 1957, and therefore of Parliament.

I would have thought the people's elected representative for Aberdeenshire West would have had more regard for economy than to suggest a new sign that would obviously be more expensive than the old one.

### *The Last Straw*

MR. JOHN HUTCHINGS, of Auto Transport and Engineering Co., Ltd., Four Marks, Hants, is complaining bitterly about the practice in some clearing houses of charging 2½ per cent. for insurance, as well as 10 per cent. commission. He has sent me invoices from three clearing houses in Exeter, Nottingham and London, all deducting 2½ per cent. for insurance. One, I notice, is for work done last April, which may account

# R. Hodgson



*Mr. Charles R. Hodgson prefers to go by bus.*

Charles Hodgson was born (in 1905) the son of a London stockbroker. In spite of his City background, bull, bear and contango meant less in his life than an enthusiasm for railways, engendered in him by his uncle, H. L. Thornhill. Thus it was that between 1923 and 1928 he learned to be a railway solicitor at Euston in the service of the L.M.S. He was then moved to Manchester, in time to take part in the first exchanges between road and rail under the Road Traffic Act, 1930.

In 1934 he returned to London, this time to King's Cross, although much of his professional work concerned Lancashire and Yorkshire. It was during this period—in 1936, in fact—that he founded the rather remarkable and exclusive Liver Club. The qualifications included a worthy connection with Liverpool and the personal invitation of the founder-honorary secretary. It is a club of kindred spirits from the professions and commerce and its president is Lord Russell of Liverpool. From time to time the club meets for dinner, occasionally at the House of Lords, but equally in some foreign capital where a quorum of members find themselves together. There are 163 members and you may tell them by their tie, which is royal blue with a silver liver bird emblazoned on it.

In 1939, Mr. Hodgson was nearly 35 years of age and on that account slightly scorned by regiments, most of which were well up to strength in stripling officers. However, he was introduced, by Lord Russell of Liverpool, to the Judge Advocate General's Department, then numbering about a dozen lawyers. Posted to 1st Corps in France, Mr. Hodgson abandoned the thoughtful calm of court and chambers and in no time at all found himself directing the evacuation of 5,000 assorted troops from Calais.

### A Soldier Lawyer

Followed the usual round of Army life, maddening postings, courses, tours in African stations that had, until then, blissfully existed without a J.A.G., opposed landings in North Africa, Sicily and Italy, and an appointment as legal adviser to the commanders of the Eighth Army, Generals Bernard Montgomery and Oliver Leese. Finally, back to Northern Command and the award of a well-deserved O.B.E., which arrived, not with the rations, but the post.

On his release, Mr. Hodgson returned to King's Cross, but a year later he was appointed the first legal adviser to the newly created National Coal Board in the north-western division. This post he occupied for seven years and then, in 1953, he became chairman of the South Wales Traffic Commissioners and Licensing Authority. He moved to his present court at Nottingham in 1958.

He no longer drives, finding that public transport serves him well enough in his large area. He has always been an active sportsman, particularly on the Rugby field, but today he spends what little leisure time he has on the golf course (handicap 12) or shooting.

Much of his day out of the office or court is taken up by committee-work. By reason of his appointment he takes no active part in local council or political affairs, and his interests are entirely in the humanities. They include the international Save the Children Fund, the Soldiers', Sailors' and Airmen's Families Association, the Officers' Association (devoted to resettlement and employment) and the Army Cadet Force in Nottinghamshire.

Charles Hodgson has all the attributes of the good lawyer, a shrewd, incisive, inquiring mind and a stimulating command of language. His public speeches sparkle with dry wit and hilarious irreverence for our more tedious institutions. But, concealed by a certain elegant flippancy of expression, he harbours a warmth and an understanding that are increasingly rare.

T.W.

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## By The Hawk

for his caustic comment on extended credit. He is now stamping all his invoices and statements with the name of his insurance company and the amount of cover he holds.

None of the clearing houses concerned is a member of the Road Haulage Association, whose code of conduct requires that no greater commission than 10 per cent. shall be charged.

### *Busman V.C.*

THE memory of Halifax's greatest hero, Sgt. H. V. Turner, V.C., has been perpetuated by his portrait, which hangs in the office of Halifax Passenger Transport Department. He was once a Halifax bus conductor, and was posthumously awarded the Victoria Cross for gallantry at Imphal in 1944 when, single-handed, he attacked with hand grenades a Japanese force attempting a flanking movement. The people of Halifax subscribed £2,117 to a fund in his memory.

### *Lost Pub*

BETWEEN them, the staff of *The Commercial Motor* can claim a nodding acquaintance with most of Britain's pubs, but somehow they have missed the Bay Horse Hotel in Sunderland Street, County Durham. If Mr. Ken Martin, who lives there, will give us the name of the town, as well as the county, we shall be able to reply to his inquiry.

### *Thoughts—Not Cards*

REBELLING against the commercialization of Christmas, the British Transport Commission will not send out Christmas cards this year. They hope their friends will take the thought for the deed.

### *Modern Miracle*

AN extract from an account of a new S.P.D. depot reads: "Fourteen women in one room spend all their time telephoning one customer after another." All? Incredible!

# Febry Face 330 Counts Under Section 19

FROM OUR OWN CORRESPONDENT

CHIPPING SODBURY, Tuesday.

AFTER a whole day's hearing here today, the magistrates adjourned until Monday consideration of 330 summonses under Section 19 of the Road Traffic Act, 1930, against Messrs. R. and W. Febry, Chipping Sodbury. Mr. R. F. P. Holloway, prosecuting, said that traffic inspectors had been specially posted between Birmingham and South Wales to keep watch on Febry's vehicles.

Thirty-eight of the firm's drivers were also charged with failure to keep current records during a certain week last June.

The summonses against the firm, who were said to be holders of 80 A licences, alleged that they had failed to cause records to be kept and permitted drivers to exceed their statutory hours of work. Each vehicle, said Mr. Holloway, was checked by two of the traffic inspectors.

As a result of those checks, he said, it was abundantly clear that the drivers were not only keeping wrong records, but that they had, in fact, exceeded the statutory hours of work "very considerably." One driver, who reported that he had finished work at 5.30 p.m., was, in fact, checked by the traffic inspector when going through Cirencester at 8.43 p.m.

When questioned, the driver replied: "We check in and check out at any hour of the day or night."

When Mr. Richard Febry was questioned about this, said Mr. Holloway, he replied: "No comment. There is no check on drivers returning after 8 p.m. until the following morning."

He added: "We do all we can to see that proper records are kept, and to see that drivers do not break the rules. We call round occasionally and warn them against excessive hours, and some drivers have been sacked for doing so."

It was stated that a warning notice had also been posted up at headquarters about the necessity of keeping correct records.

Mr. L. R. Beattie, a senior traffic inspector, gave evidence that some drivers had only 8½ hours or less rest in the course of 24 hours. Some had driven 15, 16 or 17 hours in a day.

Another traffic inspector admitted, in evidence, that when he questioned one driver about his excessive working hours, the man replied: "All I have done I have done off my own bat. I have been previously warned by the firm about this."

After further evidence had been given about warnings to drivers, Mr. Holloway observed that the defence might ask whether the employers should sack them. "My reply to that is yes," he said.

Mr. James Bull, of the Zenith Insurance Co., told Mr. T. D. Corpe, defending, that all Febry's vehicles were insured with Zenith. No third-party claims had ever been made in respect of any of them, and no claim had been made regarding accidents because of excessive hours.

## *Customers Refused New Contract*

WHEN Mr. T. Orton, Birmingham, sought a new A licence for two vehicles to replace one on contract-A licence before Mr. W. P. James, West Midland Licensing Authority, on Tuesday, he said that his customers had declined to enter into a new contract because he could not meet the rates of hauliers who were able to carry return loads.

The customers were William Cumming and Co., Ltd., Bilston, foundry-requisite suppliers. Mr. Orton, who conducted his own case, said that he was seeking two vehicles because, if the application were granted and he was able to carry return loads, one vehicle would be able to deal with only half the present outward tonnage.

This consisted of coal and coke dust in bags to foundries in South Wales, Bedford, Bristol, Poole and Exeter.

Questioned by Mr. R. A. Webb, for the British Transport Commission, who objected, the applicant said that he was having to compete against rates offered by clearing houses who dealt with the remainder of Cumming's traffic as return loads.

His rate from Birmingham to South Wales was £1 16s. a ton, compared with the clearing-house scale of £1 9s. The figure he quoted to Bedford was £1 12s. 6d., and Poole and Exeter £3 3s. as against £1 5s. and £2 2s. respectively.

Mr. James commented that it was well known that hauliers operating outwards from Birmingham could not compete with clearing-house rates.

Mr. S. Barker, Bilston manager of Cumming, said that they supported the application because if empty running were eliminated they hoped for a better rate.

Asked by Mr. James what would be their attitude if only one vehicle was granted, Mr. Barker replied that his company did not want the applicant to do less work for them. A lower rate would not compensate for loss of use. If they had to make a choice, he would prefer to consult his principals.

Adjourning the application, Mr. James granted a short-term continuation licence until the resumed hearing.

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## *Where, Why and How? New Group Ask*

TO discover where, why and how goods are carried within the United Kingdom is the aim of the newly formed Road and Rail Association. The association, which counts among its founder-members Lord Amwell, a former Under Secretary for Air, Parliamentary Secretary to the Ministry of Transport and Parliamentary Secretary to the Ministry of Aircraft Production, was formed, I understand, following the publication of figures concerning the loss of time as a result of traffic congestion, *writes a special correspondent.*

The association, which last week described itself as "a group of individuals," believes that the present distribution of goods carriage is economically wasteful. It seeks to encourage more effective use of existing facilities.

I was told by Mr. Patrick Thursfield, joint secretary, that the association could not hope to conduct a survey of its own. It intended to co-ordinate present published figures but would welcome an independent survey.

Two of the five founder-members of the association—Sir Kenneth Grubb and Mr. Claude Simmonds—are directors of C.S. Services, Ltd., a public relations concern, who issue information on behalf of the association.

Mr. Bernard Braine, Conservative M.P. for South-East Essex, and Mr. David Hardman, who was Labour M.P. for Darlington from 1945-51, are other founder-members.

### ALL-ROUND WAGE CLAIMS FOR BUSMEN

A NEW round of wage claims for busmen has officially begun. London Transport last Friday received a demand for an increase of £1 a week for drivers, conductors and maintenance men. A separate claim was submitted in respect of workers engaged on varying shifts.

An application for an increase in pay for municipal bus workers was due to be submitted yesterday to the National Joint Industrial Council for the road passenger transport industry. The National Council for the Omnibus Industry are to receive on December 22 a claim on behalf of company bus employees.

### WAGES COUNCIL RECEIVE CONCESSION FORMULA

A SUB-COMMITTEE of the Road Haulage Wages Council has devised a form of words which, it is thought, will enable the agreed concessions on night work and work on customary holidays to be put into operation. The formula was submitted to the Wages Council yesterday.

It gives effect to the proposals that (a) a man who works on a customary holiday shall be given a day off in lieu, as well as double pay for working on the holiday, and (b) night work, for which an extra 8d. an hour is paid, shall be regarded as starting at 7 p.m., instead of 9 p.m., and finishing at 6 a.m.

## *Damages Award After Emergency Stop*

AGREED special damages of £360, and general damages of £750, were awarded at Lincolnshire Assizes on Monday to a man who was travelling in a lorry and injured when the driver made an emergency stop. A steel block shifted forward and trapped him.

The defendants were C. P. Marshall, Ltd., Scunthorpe, and United Steel Companies, Ltd., Scunthorpe. Mr. Justice Stable said that the degree of responsibility on United Steel, in not seeing that the load was secure, was "very slight." He apportioned their share of the damages and costs as 10 per cent.

Marshall, through their driver, were solely responsible for the manner in which the lorry was driven. Mr. Justice Stable stated that he had no doubt that it was their employee's driving which created the emergency, and they would be apportioned the remaining 90 per cent.

The injured man had been away from work for six months after the accident.

### BUSIER BUSES

BUSES of Lincoln Transport Department are busier. Between April-November this year 135,915 more passengers were carried than in the corresponding period of 1958. The city council learned this on Tuesday, but were told that a £11,336 loss might be incurred during the current financial year. This would, however, be reduced by £3,000 by a contribution from the rate fund in respect of loan charges. These amount to £12,650.

### ELEVATED BUS STATION

A PARK for more than 1,000 vehicles could be provided if the bus station at Victoria railway terminus, London, were moved to above ground level. This proposal was made known on Monday by Sir Phillip Warter, chairman of the Southern Area Board of British Railways.

The Board have plans for vehicle parks over the tracks of two other London stations, and are considering schemes for up to 600 more.

### REPLACEMENT PLAN PRESENTED

AN outline plan of a new bus service, to replace trolleybuses by the end of the financial year, has been presented to the Grimsby and Cleethorpes Joint Transport Undertaking by Mr. J. Roston, general manager.

The aim is to replace 14 trolleybuses with 10 motorbuses at a cost of £48,000.

### ANTI-DAZZLE FENCING

WORK began this week on erecting anti-dazzle metal mesh fencing on two miles of the M1 between the A505 junction and Caddington. This will be an experiment. Wattle anti-dazzle fencing is already being tried on shorter stretches.

### POST FOR MR. PARTRIDGE

THE appointment of Mr. Ernest Partridge, M.P., as Parliamentary Private Secretary to Mr. John Hay, Joint Parliamentary Secretary to the Ministry of Transport, was announced on Tuesday.

## New Rules for Tracklayers

AMENDMENTS to the Construction and Use Regulations which came into force on Monday (*The Commercial Motor*, November 27) have been extended to tracklaying vehicles. The main changes deal with the use of farm tractors to carry loads, land-implement conveyors, lighting equipment, reflectors and brake-pressure warning devices.

The new provisions are contained in the Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) Regulations, 1959 (Stationery Office, 4d.), which come into force on December 21.

### SECURITY SHOW A SUCCESS

THE vehicles security committee of the Road Haulage Association, who met on Tuesday afternoon, were well pleased with the response by operators and the Press to the exhibition of security devices held in the morning (see page 631).

Among matters discussed by the committee were the screening of drivers, the provision of attended parking places, the establishment of a fund from which drivers who helped to apprehend thieves could be rewarded, and the appointment of a full-time security officer to advise members of the Association. No conclusion was reached, but the committee will meet again on January 25.

### GANG HOLD UP LORRIES

EARLY Tuesday morning two lorry drivers were ambushed by six men in a car near Markyate and taken to Epping Forest. Later their vehicles were found in Canning Town with 12 tons of aluminium and other metal, worth some thousands of pounds, missing.

## *Bedford Sales Caravan Successful*

THE Bedford trans-European "caravan" had been the most successful sales-promotion enterprise ever staged by the company, said Mr. G. G. Tipper, export manager of Vauxhall Motors, Ltd., on Monday.

"We expected great things of this demonstration, but the results are even more impressive than we forecast," he stated.

Fourteen Bedford models ended their trans-Continental journey at Turku, Finland, six months after starting in Portugal. They had visited 11 countries and covered 9,344 miles.

In Sweden orders were 75 per cent. higher than at the same time last year. This was attributed directly to the effect of the visit. More important, however, were the indications of a higher level of sales in the years ahead, added Mr. Tipper.

### PINK ZONE "GOING WELL"

LONDON'S pink zone traffic plan was still going well on Tuesday, when the Minister of Transport issued a report of the first week's working. "The operation has been a success so far. Traffic is heavy but it is moving much faster and more smoothly compared with a year ago," he said.

Results were so good in the first two days that drivers were again tempted to park in the side streets, he stated. Since then it had meant continuous hard work for the police to keep traffic moving, but they considered that they were well in control of the situation.

The Minister was expected yesterday to present a scheme for civilian traffic patrols.

## *Contentious Views on Traffic*

SOME contentious views on traffic problems were put forward by Prof. D. L. Munby, reader in the economics and organization of transport at Oxford University, speaking to the Institute of Transport at Leeds, on Tuesday.

He stated that the roads of this country might be regarded as becoming obsolete rather rapidly, and the question of providing new ones was involved and difficult.

When thinking of new roads, people did not take into consideration such things as the cost of lighting and many other services which were provided. Roads were an asset and people should expect to pay for the use of them.

The answers to several important questions were still unknown, he added. For example, how far were people discouraged from using the roads by the tax on fuel? Would a toll on roads make much difference in the use of them?

Quoting an Oxford economist, Prof. Munby stated that the tax on fuel prevented the optimum use of road haulage because the railways could reduce their charges to rock-bottom level and make no contribution to overheads.

Comparing the capital cost of a road with that of electricity, Prof. Munby said that the cost of a power station was extracted from the consumer, who was encouraged to use electricity.

The system should be applied to the provision of a new road, he stated. Charges should vary according to the use made of the road. If there were little traffic on a road, vehicles ought to pay more for the use of it.

He suggested a means of reducing traffic flow to relieve congestion. A minimum speed should be set and a suitable toll introduced. The effect would be that there would only be enough vehicles on a road to maintain the set speed.

Dealing with congestion in cities, Prof. Munby proposed special licences for using vehicles in peak hours. Users would pay for this facility, and it would be an offence to drive through a city centre without such a licence.

He considered that a system of tolls would be the answer to the congestion problem, as it was in America and in the Mersey Tunnel.

Prof. Munby added that economists should not be taken too seriously.

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## J. and A. Smith Seek Greater Flexibility

FLEET standardization and greater flexibility are being sought by J. and A. Smith (Maddiston), Ltd. Mr. W. F. Quin, Scottish Licensing Authority, was told this at Glasgow, last week, when the company successfully applied to replace a number of rigid lorries with articulated units.

Approval was granted for the replacement of four eight-wheelers of 16 tons, a six-wheeler of 12 tons and a six-wheeler of 10 tons by suitable articulated vehicles.

A further application, for six existing articulated units to be replaced by six alternative units, was also granted. For the company, Mr. Roderick Mackenzie said that there would be no additional capacity: it might even decrease.

### VOLUNTEERS FOR CHRISTMAS

BIRMINGHAM transport undertaking will, for the first time, this year run their Christmas bus services with volunteer crews. In the past, the undertaking, the only passenger-carrying service in the Midlands to operate on Christmas day, has backed volunteer crews by detailed staff.

The transport committee, in recognition of the long hours now being worked by the platform staff to keep services running, have agreed to the voluntary working. They hope that sufficient staff will volunteer to operate a full service, but if that is not the case, priority will be given to services to hospitals.

## *"Precise Terms Should Be Stated"*

LICENCE applications should be made in such precise terms that they provided adequate scope for enforcement, said Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow last week.

This indication was made when John Strang, Ltd., Glasgow, applied to vary the conditions of their B licence by extending the radius from 10-25 miles.

For Strang, Mr. Roderick Mackenzie agreed that the application, which used the expression "with occasional journeys 25 miles from base," was ambiguous.

It was stated that Strang's A-licensed vehicles were fully employed, and customers were pressing for an extension of B-licensed operation.

Mr. Quin granted the extension.

### COVENTRY-LONDON M1 SERVICE?

A NEW motorway service between Coventry and London is planned by the Birmingham and Midland Motor Omnibus Co., Ltd. Approval for the service is being sought from the West Midland Traffic Commissioners.

A company spokesman said last week that a number of Coventry people had requested a similar facility to the Birmingham-London motorway service.

The proposal is to run five return trips daily. Running time would be 2½ hours in each direction, and fares would cost 12s. 3d. single and 19s. 3d. return. The trips would allow for a 9½-hour stay in London.

## Men in the News

SIR GRAHAM CUNNINGHAM last Friday completed 30 years as managing director of Triplex Safety Glass Co., Ltd.

MR. E. R. CHADDERTON has been appointed sales representative of the York Trailer Co., Ltd., to cover Lancs, Yorks and Cheshire.

MR. T. H. LAING and MR. R. J. BADCOCK have been appointed to represent agricultural interests on the South Western Transport Users' Consultative Committee.

MR. W. FODEN, 91-year-old governing director of Fodens, Ltd., is resting as the result of a strain sustained when he stumbled during a recent Sunday morning inspection of the works.

MR. M. A. MITCHELL has become United Kingdom sales manager of the Wayne Tank and Pump Co., Ltd., succeeding MR. G. M. INGLIS. MR. W. H. CASWELL has replaced MR. R. C. PRICE as export sales manager. Mr. Inglis and Mr. Price remain directors.

MR. C. M. WILLIAMS, secretary of the Rhondda Transport Co., Ltd., has been appointed secretary accountant of the Devon General Omnibus and Touring Co., Ltd. At a date yet to be agreed, he will succeed MR. W. H. GEERE, who will retire after more than 40 years with the company.

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MR. CLIFFORD J. HUDSON, agent for Small and Parkes, Ltd., Manchester, has retired. He first joined the company as a representative in 1927.

MR. R. H. THOMPSTONE, senior assistant press officer of the Royal Automobile Club, has been appointed assistant press officer of the Perkins Group.

MR. J. F. WOOD, who has been chief engineer of the Eastern Counties Omnibus Co., Ltd., since 1946, will become general manager of United Welsh Services, Ltd., on January 1.

MR. R. A. DAVIS has been appointed representative of the India Tyre and Rubber Co., Ltd., in Shropshire and parts of Staffs and Montgomery. He was previously assistant to the Midlands sales manager.

MR. J. D. SLATER, commercial director of A.E.C., Ltd., and Mr. J. Ford, secretary, are visiting South Africa and Rhodesia in connection with the manufacturing and sales programme of A.E.C. Vehicles (South Africa), Ltd.

MR. RALPH N. SMITH, previously general sales manager of Stewart and Ardern, Ltd., has been appointed sales director. MR. JOHN N. RABBIDGE, formerly general service manager, has assumed the title of service director. He joined the board in 1958.

### NEW TRANSPORT COMPANIES

**A. Burton Holt, Ltd.** Cap. £100. Dirs.: E. V. Horne, Hope Mill Cottages, Goudhurst, Kent, and A. A. Holt, 2 Hope Mill Cottages, Goudhurst. Sec.: Ruth Young. Reg. office: 2 Hope Mill Cottages, Goudhurst.

**Stacey and Sons, Ltd.** Cap. £1,000. Dir.: G. C. Stacey. Sec.: J. L. Stacey. Reg. office: 69 Standard Road, Enfield, Middx.

**Formadvan, Ltd.** Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

**Trailadvan, Ltd.** Cap. £100. Other particulars as for Formadvan, Ltd.

**Colchester Lines, Ltd.** Cap. £5,000. Dirs.: P. G. I. Mann, 20 Market Hill, Maldon, Essex, and T. A. Sheridan, 14 Greenstead Avenue, Woodford Green, Essex.

**Wright Bros. (Birkenhead), Ltd.** Cap. £50,000. Dirs.: D. W. Bishop, Flat 03, Collingwood House, Dolphin Square, London, S.W.1, E. Wright, 34 Thornton Road, Bebington, Cheshire, J. G. Bishop and G. F. H. Wright. Sec.: M. P. Vincent. Reg. office: 10-12 Belgrave Road, London, S.W.1.

**Frank Harris (Coaches), Ltd.** Cap. £10,000. Dirs.: F. R. Harris and F. W. Harris, 96 Bradleigh Avenue, Grays, Essex, H. L. Harris and N. A. Harris. Reg. office: 8 Parker Road, Grays.

**A. V. Clough Removals, Ltd.** Cap. £100. Dirs.: A. V. Clough, Stoney Hall Cottage, Headley Common, Warley, and R. F. J. Partridge, 1 Junction Road, Romford. Reg. office: 1 Junction Road, Romford.

**De Luxe Domestics (Transport), Ltd.** Cap. £100. Dirs.: E. Naylor, 236 Middleton Road, Oldham, W. E. Curtis and F. Curtis, 20 Zangwill Road, London, S.E.3. Sec.: R. Naylor. Reg. office: 54 Bury New Road, Manchester, 8.

**Joseph T. Phillips, Ltd.** Cap. £2,000. Dirs.: J. T. Phillips, G. L. Phillips and Mrs. R. E. Phillips, Woodside, Calcutts Road, Jackfield, Salop. Sec.: J. M. Sheward. Reg. office: Woodside, Calcutts Road, Jackfield.

## Local Drivers Gain from Agreement

THE agreement which British Road Services have concluded to cover operation of heavy vehicles at 30 m.p.h. will benefit shunters and men working on local deliveries as well as long-distance drivers. It comes into force next month.

Drivers' working day will be cut by an hour, with a normal maximum of 10 hours, without loss of pay or lessening of the amount of work done within the day. This will be achieved by revising running schedules and, in the case of local-delivery men, by re-allocating duties.

A 15-per-cent. bonus will be added to basic rates.

### SCOTS WORKS TOO COSTLY?

FIGURES submitted by motor manufacturers showing that it would be far more expensive to set up factories in Scotland than in England, have not been accepted by the Board of Trade, and are to be examined afresh. Mr. Reginald Maudling, President of the Board, gave this assurance last Friday to a delegation from the Scottish T.U.C.

### "MAIN M1 DANGER"

WHEN the Midland Federation of Road Safety Committees met in Leamington last week, Ald. J. D. Buckley, of Leamington, said that the main danger on the M1 was from commercial vehicles. Delegates rejected a motion calling for a 65 m.p.h. limit.

### LAND WANTED

THE Northern General Transport Co., Ltd., are to negotiate with South Shields Corporation for land, in Anderson Street, on which to erect a central bus station.

## FORTHCOMING EVENTS

**December 14.**—Institute of Transport Henry Spurrier Memorial Lecture, 66 Portland Place, London, W.1.

**1960**

**January 16-27.**—Brussels Show.
**March 10-20.**—Geneva Show.
**April 26-29.**—Institute of Transport Congress, London.
**April 28.**—Institute of Transport annual dinner, Dorchester Hotel, London, W.1.
**May 3-13.**—Mechanical Handling Exhibition, Earls Court, London.
**May 17-19.**—Public Transport Association annual conference, Scarborough.
**July 5-8.**—Royal Show, Cambridge.
**October 6-16.**—Paris Show.
**November 3-13.**—Turin Show.

## *Micrograms . . . .*

**Handing Back:** Long-distance road transport in Argentina, and services in Buenos Aires, are to be returned to private ownership.

**Mackay Depot:** A northern depot of Mackay Industrial Equipment, Ltd., has been opened at Wheatley Hall Road, Doncaster.

**Scottish Takeover:** McKelvie and Co., Ltd., Barrhead, hauliers, have taken over the long-established business of William Cummings, Ltd., Paisley.

**Kennings Offer:** Kennings, Ltd., have made a conditional offer to acquire by a share exchange the minority holdings in their subsidiary, the Paragon (Hull) Motor Co., Ltd.

**Bailey Bridge Application:** The possibility of easing traffic congestion on the Kingston by-pass by the temporary erection of a Bailey bridge at the Tolworth intersection is to be considered.

**New Wolf Branch:** The Bristol branch of Wolf Electric Tools, Ltd., has been moved into larger premises at 1-3 Dean Street, Bristol, 2. The original branch, at Cheltenham Road, has been vacated.

**Safe Drivers:** Twelve drivers of London Transport received silver crosses last week, the highest safety awards. Their aggregate safe mileage was 630,000. Each also had a £25 cash award from London Transport.

**Bedford in Ghana:** The Prime Minister of Ghana last Friday opened on behalf of the United Africa Co., Ltd., a factory in Accra at which Bedford vehicles will be assembled. The initial output will be 60 units a month.

**Morris Brakes:** The Morris F.G. 3-tonner, which was the subject of a road-test report published in the issue dated November 20, was fitted with Don 55 moulded brake linings. This material is also being used for production vehicles.

**Record Home Sales:** Deliveries of Bedford and Vauxhall vehicles to the home market this year have already passed the 100,000 mark. It is the first time that deliveries have reached six figures in a year. Last year's total was 70,700 units.

**More Jones Cranes:** The engineering division of K. and L. Steelfounders and Engineers, Ltd., makers of Jones mobile cranes, is to expand. A new factory has been leased on the Newburn Trading Estate, some five miles from Newcastle upon Tyne.

**Mobile Shops:** Statistics published by the Co-operative Union indicate that 567 retail co-operative societies operate a total of 4,063 mobile shops. Of these, 2,069 are for groceries and provisions, 1,215 meat, 519 greengroceries, 56 dry goods, and 204 other commodities.

**Every Helicopter:** A special number of our associated journal *The Aeroplane and Astronautics*, published today, describes every helicopter at present in production or under development in the world. This survey is fully illustrated and embraces all VTOL (Vertical Take-off and Landing) designs and American "skimcraft."

# Need for Careful Preparation

THE importance of an applicant's preparing a case properly and fully briefing a legal representative was illustrated at Birmingham on Tuesday. A question of normal user caused the adjournment of an application by the Bedford (Walsall) Transport Co., Ltd., despite the appearance of five customer witnesses.

Mr. N. J. Brooks, managing director, gave evidence to Mr. W. P. James, West Midland Licensing Authority, to support a normal user for an additional vehicle on A licence to cover London and south-east England, the southern counties, Lancs, Yorks, north-east England, Wales and Scotland. Mr. Brooks said that there were increasing demands from customers.

Mr. James referred to the company's renewal application in March, 1955. After an objection by the British Transport Commission, the normal user for four vehicles was amended to read: "General goods, Walsall, Wolverhampton, Bilston, Birmingham district within 25 miles."

In November of that year, he added, the concern had appealed against the refusal of a grant for an additional vehicle. Their appeal was allowed after the declaration of a similar normal user. Since then the vehicles should have worked mainly within 25 miles.

Mr. Brooks then told Mr. James that some vehicles had worked within such a limit. Mr. J. Foley Egginton, for the company, submitted that all this was unknown to him, and he must have an opportunity to go into the matter.

Following a short interval, Mr. Foley Egginton asked for an adjournment, pointing out that the company had three different normal users for seven vehicles, and there would have to be an analysis of the traffic carried by each.

Granting this request, Mr. James said that he fully agreed. If there had been breaches of normal user, the company were in great jeopardy.

# Trailer's Chequered History

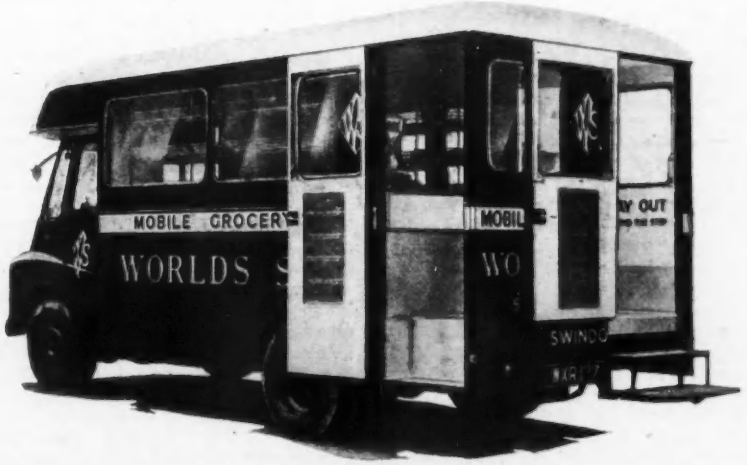
WHEN Mr. F. Williamson, North Western Licensing Authority, added a trailer of 6½ tons to the A licence of J. Walsh (Darwen), Ltd., on Tuesday, the chequered history of the vehicle was told to him.

On June 1 the company had applied to put the outfit on their licence, and it came to light that they had bought an ordinary 2½-ton trailer from the British Transport Commission and obtained a special-A licence for it. This vehicle was at once changed for a 6½-ton low-loader.

Because the weight had been stated as 2½ tons, the Authority held an inquiry on July 6 to decide whether to suspend or revoke the licence. After hearing arguments, he decided against this and re-listed the application.

Mr. J. A. Dunkerley, for Walsh, said a normal user of "general goods, Great Britain" was required. Three customer witnesses stated that the trailer carried their heavy traffic all over the country, and told Mr. G. H. P. Beames, for the B.T.C., who objected, that certain types of their traffic were unsuitable for the railways.

The witnesses added that the rates of British Road Services were far higher than those of private hauliers, and that there was often delay in obtaining vehicles for special traffics. Mr. Beames said that a grant would create an excess of facilities.




*Wadham Bros. (Coachbuilders), Ltd., Waterlooville, Hants, built this mobile grocery shop on a Morris chassis for the World's Stores, to whom it was supplied by the Haslemere Motor Co., Ltd., Guildford. The body is of composite construction, and plastics doors were fitted to the cab. Interior equipment includes display cabinets, basket fittings, an insulated cabinet and a hot-water washing bowl.*

c11

## *Tractor Cabs Must Give Full View*

CABS of agricultural and industrial tractors should be constructed so that drivers, when using the vehicles on the road, can have adequate visibility. Where cabs make it impracticable for drivers to give hand signals, mechanical direction indicators and stop lights should be fitted.

This is the effect of a notice issued by the Ministry of Transport last week. It adds that, whilst the Ministry are not anxious to make regulations to ensure that all tractors intended for road use are built to a rigid legal specification, the points made should be considered in the interests of road safety.

### GATESHEAD TRAFFIC BAN

TRAFFIC will be banned from High Street, Gateshead, for six weeks from January 4, to facilitate the completion of the new by-pass from Felling. To prevent congestion, heavy loads will be allowed to cross Tyne Bridge only between 7 a.m. and 7 p.m. Vehicles too long to negotiate corners involved in the diversions may have to travel 60 miles to Carlisle to reach a suitable bridge.

### MORE RAIL COMPETITION

NEITHER coastal shipping nor road transport could ignore the prospect of increased competition from the railways brought about by greater efficiency. This statement is made in the latest issue of the journal of Tyneside Chamber of Commerce.

## Plan for Dangerous Loads

"THE chemical and road transport industries are willingly co-operating in preparing a scheme for the marking of vehicles carrying dangerous substances. My department have had two meetings with representatives of these industries, and a detailed code of marking is now being drawn up."

This reply was given in the House of Commons last week by Mr. R. A. Butler, Home Secretary, to a question put by Mr. F. Allaun (Lab., Salford East).

### MORE COACH CUSTOM

THE increase in the standard of living meant that new classes of people who could not previously afford expensive tours were becoming coach operators' customers. This was stated by Mr. A. Stringfellow, chairman, at the dinner of the Wigan and District Excursion and Tour Operators' Association, last week.

Lt.-Col. W. Bromley-Davenport, Conservative M.P. for Knutsford, said that he sympathized with coach operators about the fuel tax.

### £11,336 LOSS ESTIMATED

AN estimated deficit of £11,336, for the financial year ending March 31, 1960, was reported by the Lincoln Transport Committee to the city council on Tuesday. This figure will be reduced by £3,000, however, because of a contribution from the rate fund in respect of loan charges.

## *Garage Land Purchase Opposed*

IF land used to garage and maintain a fleet of vehicles were compulsorily purchased by York City Council, a family retail-newspaper business, which had been established more than 100 years, might have to close down.

Mr. F. Appleton, inspector of the Ministry of Housing and Local Government, was told this at an inquiry at York last week. For the council, Mr. G. H. Hepworth said that a small area of land and the adjoining plot, owned by Mr. Gray, a partner in the business, was wanted in order to develop the whole area.

### CHRISTMAS BOX

BRISBANE'S fleet of 10 Leyland Worldmaster buses is expected to be in service by Christmas. The first vehicle has already been delivered, and the remaining chassis are with Freighter Lawton Industries, Adelaide bodybuilders.

They were taken from the Leyland plant at Melbourne to Adelaide by a Comet transporter, and when completed will be driven 1,350 miles to Brisbane.

### £2,132 FOR IDEAS

A MONTHLY record figure of £2,132 was paid out under the suggestion scheme of Vauxhall Motors, Ltd., during November. The total included one maximum award of £450 for a suggestion for improving the method of machining steering knuckles.

The recipient, Mr. H. A. Fowler, earned a second award of £112 10s. for another suggestion during the same month.

### £3m. FOR EXPANSION

WORK on the £3m. modernization and expansion programme at the Castle Mills plant of the North British Rubber Co., Ltd., will be inspected next Tuesday by Lord Craigton, Minister of State, Scottish Office, Lord Provost Sir Ian A. Johnson-Gilbert, and Sir John Anderson, Secretary of the Scottish Home Department. The capacity of the tyre plant is to be doubled.

### MORE FUEL USED

CONSUMPTION of petrol in the first nine months of this year was 7.2 per cent. greater, at 5.4m. tons, than in the comparable period of 1958. This was because more premium-grade spirit was used, offsetting a fall in the consumption of standard grade. Deliveries of oil fuel went up by 10.3 per cent. to 1.7m. tons, a record.

### SPURLING BUY TWO COMPANIES

NEGOTIATIONS have been completed by Spurling Motor Bodies, Ltd., for the purchase of the whole of the issued share capital of L. A. Rumbold and Co., Ltd., and their associate, Harris (Kilburn), Ltd. A sum of £120,000 is to be paid in cash. The acquired businesses are engaged in light engineering and in the manufacture of aircraft furnishings.

## *Hiring Difficulties Prompt Change*

NUMEROUS complaints from customers, the specialized nature of the work and inability to hire suitable vehicles with drivers of sufficient experience were reasons put forward for an application to substitute three A licences for three existing B licences before Maj. F. S. Eastwood, Yorkshire Licensing Authority, last week.

S. A. Bell, Ltd., Malton, the applicants, also stated that, in view of the wide conditions of the B licences, the influx of work on new A licences would not make much difference to other hauliers.

The work of Bell, who operated 26 vehicles on A licence and five on B, consisted mainly of hauling grain, said Mr. F. A. Jackson, for the company. Farmers would not entertain vehicles unless they were fitted with grain lifters.

The fact that hire charges were made on sacks presented difficulties when hired transport was used. It was essential that experienced drivers were used to prevent any loss of sacks.

Loads of grain were frequently rejected by maltsters, said Mr. Jackson. A load rejected in Wakefield might be required in Liverpool immediately. If a B-licensed vehicle had been used, it would involve a return to depot for the load to be transferred to an A-licensed lorry.

Difficulty had also been experienced when using hired transport for the carriage of bulk lime and fertilizers. One haulier had stated that his men would want "muck-money." Bell claimed this to be part of their service. When cattle food was carried, hired hauliers had objected because it was necessary to manhandle the load when the delivery point was awkward of access.

Mr. P. F. Bower, a director of Bower's Bacon Factory, Malton, stated that since disposing of their transport fleet they had missed the best market prices because of delays. He could not obtain other hauliers because of the empty running involved in sending lorries from Hull and other towns.

He had never attempted to use British Road Services because when they delivered machinery to his factory it was frequently "lost for a couple of weeks."

On behalf of the Bransby Agricultural Trading Association, Mr. N. K. Stainsby told the Authority that it was impossible to employ Hull hauliers because of the short time available for making deliveries.

In reply to Mr. D. Chapman, for the British Transport Commission, Mr. Stainsby said that he had a standing arrangement with the B.R.S. Malton depot for them to telephone him when they had lorries in Hull requiring return loads. He had received no calls from them for three months.

The hearing was adjourned.

# Pulse Motor Being Produced

DEVELOPMENT of an entirely new design of vehicle motive unit, described as a pulse motor, is reported from Lancashire. The engine, it is stated, employs compressed and exhaust gases for reciprocation. There are no valves, crankshaft or connecting rods, and it is suggested that production and running costs would be low.

The engine is reported to be under test and development by a Lancashire textile organization, but inquiries made by *The Commercial Motor* have so far failed to reveal the identity of the company concerned.

It is possible that this power unit consists of a free-piston gasifier, feeding a small turbine, *writes the technical editor*. Vehicles using this form of propulsion are known to be running in the United States and France, and units have been under development in this country.

The free-piston engine and turbine combination should give fuel economy comparable to that of an oil engine, but it has the added advantage of a simplified transmission layout.

### COVENTRY COUNCILLOR SPEAKS OUT

WHEN Coventry City Council last week discussed their expulsion from the Federation of Municipal Passenger Transport Employers, Cllr. C. M. Maxwell spoke out against the "uncompromising" attitude that the municipality had adopted.

He complained that the transport and administration committees had been placed in an impossible position. In future wage claims they would have to act both as judge and jury.

Cllr. W. Spencer, chairman of the transport committee denied that "jungle warfare" would break out over wage claims.

### FORTH BRIDGE ON TIME

WORK on the Forth road bridge is up to schedule, and the Scottish Secretary of State has no reason to believe that it will not be finished by the end of 1963 as planned.

This was stated in the House of Commons last week by Mr. N. Macpherson, Scottish Joint Under-Secretary. Edinburgh Corporation, he added, planned to build an outer circular road to carry traffic which might use the bridge, and a by-pass might be built.

Work on a Tay road bridge, it was hoped, would start within five years.

### NO UNDERTAKING GIVEN

IT should be made clear that in a case before the acting North Western Deputy Licensing Authority, reported last week, Idris Williams and Marshall, Llanfairpwll, Anglesey, did not undertake not to carry return loads of feeding stuffs and fertilizers from Lancashire. This work, by agreement with British Railways, was excluded from their normal user.



*A 120 b.h.p. six-cylindered oil engine powers the new Scania-Vabis L55 7-tonner, and optional equipment includes a two-speed axle made by the chassis makers. The gross weight limit is 12 tons. Air brakes are standard.*

## *Lord Mayor Wants £120m. for Roads*

LONDON'S programme of major road works was denounced as utterly inadequate by Sir Edmund Stockdale, Lord Mayor of London, on Monday. He understood that £17m. was to be spent between 1960-65 on London road works, yet Birmingham, which was only a third of the size of the County of London, proposed to devote £41m. to roads in the next seven years. By that token London should spend £120m. in the same period.

Sir Edmund declared that at least £200m. should be spent next year on roads in Britain.

Dealing with traffic congestion in Central London, he suggested, among other things, that waiting for any purpose should be banned on main roads and their approaches, at least during peak periods.

## Season-ticket Limit Rejected

A PROPOSAL by the South Wales Transport Co., Ltd., to increase revenue by limiting the use of season tickets to one round trip per day was rejected by the South Wales Traffic Commissioners at Swansea, last week.

Mr. Idris Owen, chairman, said: "These tickets are clearly used by people who wish to make two round trips or less a day. It cannot be said that two return journeys in a day is making unreasonable use of season tickets."

An application to increase fares on 85 routes, and raise revenue by £30,000 per year, was granted.

The Commissioners also granted an application for increased fares on 269 stages of the Western Welsh Omnibus Co., Ltd. The advances are expected to bring in an additional £58,450 a year.

## *New 7-tonner from Scania-Vabis*

A NEW 7-ton normal-control goods chassis has been introduced in Sweden by A.B. Scania-Vabis, Södertalje. Known as the L55, it supersedes the L51 series of 6-tonners, and is intended to be complementary to the L75 range, an example of which has been road tested by *The Commercial Motor* (September 25, 1959). The L55 has a new 7.17-litre oil engine and the specification includes the option of a Scania-Vabis-built two-speed axle.

The gross weight rating of the new chassis is 12 tons, and the rear-axle loading limitation is 8 tons. The approximate chassis-and-cab weight is 4¼ tons, ready for the road. There is a choice of five wheelbases: 12 ft. 6 in., 13 ft. 9 in., 15 ft. 1 in., 16 ft. 5 in., and 17 ft. 8 in.

An output of 120 b.h.p. at 2,400 r.p.m. is quoted for the new oil engine, and torque output is 411 lb.-ft. at 1,200 r.p.m. The engine has "square" bore and stroke dimensions of 115 mm. A 15-in. diameter clutch is used, and the gearbox has five forward speeds, with synchromesh engagement of the upper four ratios and direct-drive top gear.

The standard rear axle is a spiral-bevel unit with ratios of 5.13, 5.71 or 6.14 to 1, but there is the option of the new two-speed axle, the ratios of which are 5.71 and 7.87 to 1. This axle has an air-operated shift mechanism—an unusual feature on a two-speed axle. Air brakes are standard, giving a total frictional area of 563 sq. in., and power assistance for the Z.F.-Gemmer cam-and-triple-roller steering is listed as optional equipment.

Standard tyres are 9.00-20 in., carried on 7.00-20-in. wheels, with the option of 10.00-20-in. equipment. Semi-elliptic springs are fitted to both axles, and the chassis frame is of riveted construction. A six-wheeled version, known as the LS55 is also to be produced. Its payload rating is 10 tons.

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## Semi-trailer Slid on Bend

IN a reserved judgment at Chesterfield County Court, last week, Judge Sir Henry Braund awarded damages of £182 against the British Transport Commission and one of their drivers, Richard Griffiths, Tank Street, Ironville.

The case resulted from a collision between an articulated vehicle of the Commission and a van belonging to Wm. H. Saw (Riddings), Ltd., which occurred at a sharp bend on Jubilee Hill, Selston.

The back of the semi-trailer had swung round on the bend and struck the van. This was deflected and struck a gate and a telegraph pole.

"On a narrow road with a wet surface the need for special care was obvious," said the Judge. He added that although there had been negligence by Griffiths, it was not of a very gross type.

Damages were made up of £132 for repairs to the van and the hire of a replacement, and £50 for damage to goods.

### ADVICE SOUGHT OVER DEFICIT DISPUTE

FOLLOWING a decree by the Ministry of Local Housing and Government that the charges for using Consett bus station were too high, Consett Urban Council have decided to take legal advice.

The council are in dispute with local bus operators about the payment of a £2,355 deficit on the running of the station. Before 1957, the bus companies met any deficit, but since then they have refused because they were dissatisfied with the system of charges.

Some months ago, the council proposed to raise the charge for the use of the station from 1s. to 1s. 4½d. per bus per day. When the bus operators objected at an inquiry, it was said that the old and new charges were too high. The Ministry said that the rate, from August 1, should be 9d.

The amount of £2,355 is the accumulated deficit from April, 1957, to the end of July this year.

### INQUEST ON DRIVER

A VERDICT of accidental death was returned at an inquest at Newport, Mon, last week upon a driver crushed against the loading bank by a reversing vehicle at the British Road Services depot in Dumfries Place, Newport.

A depot foreman said that the dead man's job that day was to help to guide vehicles in the loading bay. He was an experienced driver who had done the work many times before.

### DEPOT REJECTION OPPOSED

THE rejection by Northumberland Planning Committee of a plan for a new haulage depot for J. W. Capstaff, Ltd., Newcastle upon Tyne, at Rothbury is being opposed by Rothbury Rural District Council. The council are urging the committee to rescind their decision because about 20 local men would be thrown out of work.

c14

## *"Vehicle Declarations Unfulfilled"*

THE Transport Tribunal were told in London last week that Bulk Liquid Transport, Ltd., Leeds, had made declarations of intention regarding weights and types of vehicle which they had not fulfilled.

This was stated by Mr. J. R. C. Samuel-Gibbon, for A. S. Jones and Co., Ltd., Liverpool, and Reliance Motors (Diesel), Ltd., Sale, who appealed against the grant of an A licence for three articulated vehicles to Bulk Liquid Transport, Ltd., by the North Western Licensing Authority.

During the currency of the previous special-A licences, said Mr. Samuel-Gibbon, the type of the semi-trailer had been changed. Unladen weights had also been altered. Flat vehicles had been "married-up" with semi-trailers and emerged as articulated vehicles.

For Bulk Liquid Transport, Ltd., Mr. W. A. B. Goss asked for an adjournment so that the transcript of the public inquiry, in March, 1958, could be presented to the Tribunal. There had been no concealment of facts from the Authority, he added.

Adjourning the appeal sine die, Sir Hubert Hull, president, said that it ought to be possible for the parties to prepare an agreed case.

### NO MONOPOLY IN ROAD HAULAGE

FROM the picture of a closely controlled, regulated and restricted industry it might be expected that hauliers would have established a ring or monopoly, but the reality was exactly the opposite. Mr. R. N. Ingram, national chairman of the Road Haulage Association, made this observation when he addressed Birmingham Rotary Club on Monday.

Describing the industry as one of surprises and paradox, he declared that there could hardly be another where competition was so fierce.

The licensing system, which made it difficult for hauliers to start up or expand their businesses, was one reason why the R.H.A. was so active.

He explained that licences were in jeopardy because recent judgments of the Transport Tribunal showed that although A-licensees were general carriers, they were restricted closely to operations which had been described as normal. No clear guidance was available as to the extent a carrier could work outside normal user.

The professional haulier avoided empty running as much as possible, and this eased road congestion, claimed Mr. Ingram.

### COMMERCIAL VEHICLES BLAMED

COMMERCIAL vehicles were blamed for the difficulties in Sheffield's main streets at a meeting of the city council last week. Ald. H. Keeble Hawson said that vehicles which were loading or unloading at peak times could stand for indefinite periods. They created more obstruction than private cars.

## Closed Rail Stations: Delay Not Admitted

DELAYS resulting from the closing of eight railway stations were mentioned by Mr. Roderick Mackenzie for Stewart Cameron (Drymen), Ltd., at Glasgow last week, when the company applied for an additional vehicle of 3 tons on B licence.

The closing of the stations meant that goods had to be carried from the nearest railhead and involved extra vehicles and time. There had also been a shut-down by Scottish Agricultural Industries, Port Dundas, near Glasgow, and a transfer of their work to Ayr and Leith.

Mr. Stewart Cameron, who said that the vehicle was wanted for the carriage of agricultural, building and general goods and timber, also claimed that congestion in the main centres slowed work.

Mr. W. F. Quin, Scottish Licensing Authority, refusing the application, said that there was no oral evidence to support the claim. He refused to accept the view that the closing of railway stations delayed working.

### DRIVERS SHOULD SEE ROUTES FIRST

IT was desirable that when a bus driver was put on a new route he should first travel over it as a passenger. The jury at Sheffield Assizes, last week, made this recommendation when a bus driver was found not guilty of causing the death of an R.A.C. patrolman by dangerous driving.

The driver, James Frederick William Longden, Neale Street, Clowne, Derbys, was driving his bus on a route over which he had never travelled before, and failed to stop at a halt sign. The bus collided with the patrolman, who died from injuries.

Longden said that the road was obstructed by repair work for some distance before the scene of the accident. As it was his first time on the route, he was looking for bus stops and failed to see some road signs.

He did not know he was approaching a cross-roads until he was actually at the junction.

### 20 MORE ATLANTEANS

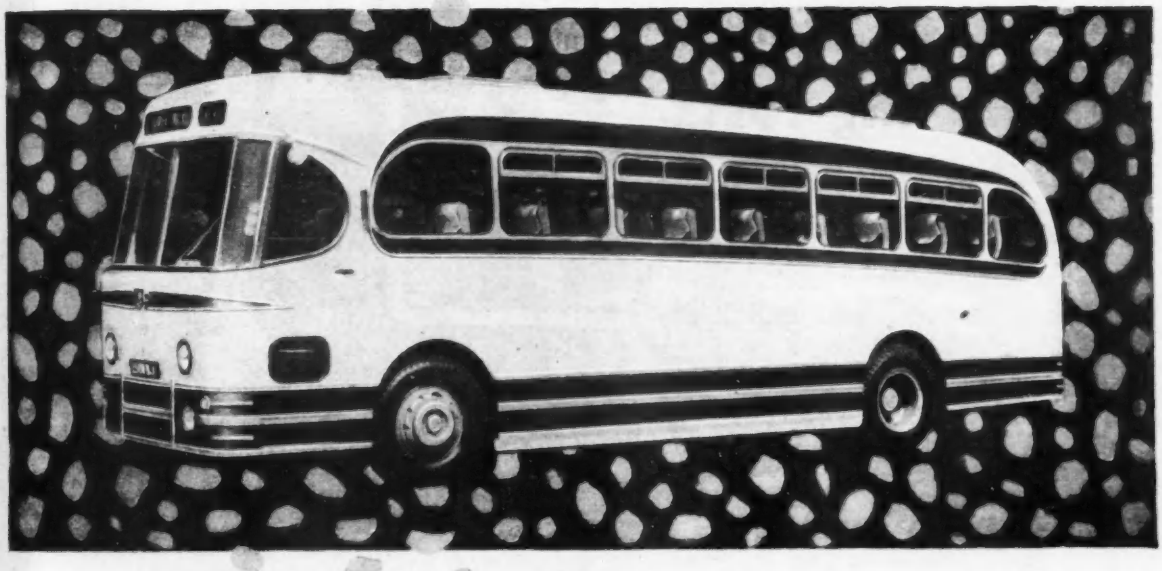
A FOURTH repeat order for 20 Atlantean double-deck buses has been placed by Maidstone and District Motor Services, Ltd. The company have been operating a fleet of Atlanteans in Hastings for the past six months, and this latest order will bring the total owned by Maidstone and District to 95.

Birmingham transport department have also ordered an Atlantean. It will have 72-seat bodywork by M.C.W.

### VICTORIA PARK FOR CONTEST

IT is understood that the London County Council have agreed in principle to the use of Victoria Park for an eliminating round of the Lorry Driver of the Year Competition, which, as reported last week, is to be sponsored by Stepney Road Safety Committee with the co-operation of the Road Haulage Association.

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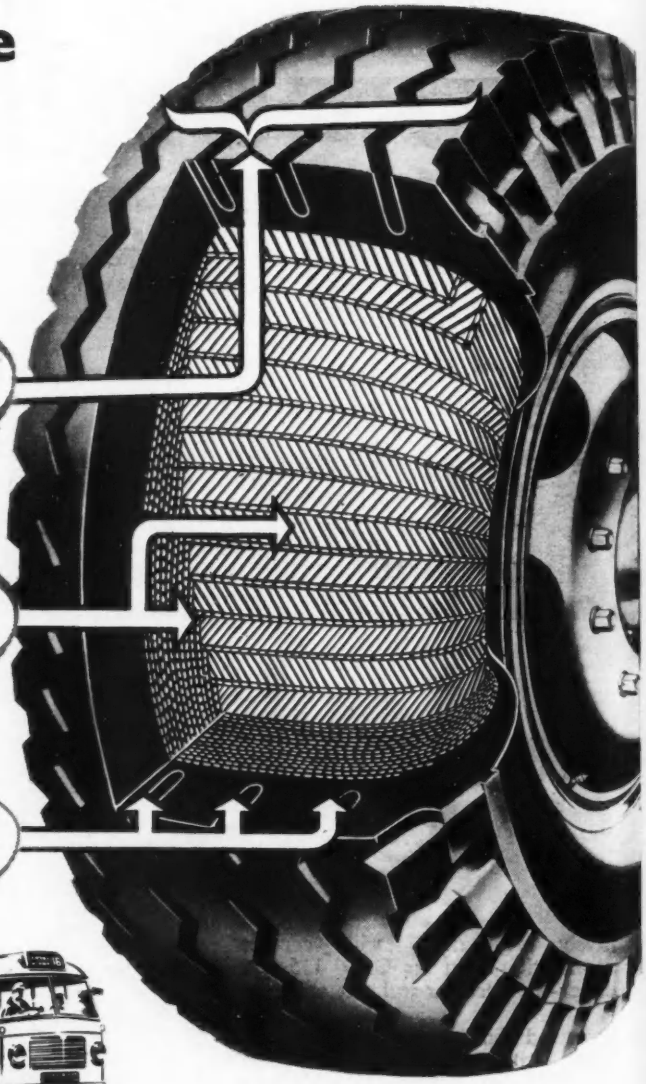
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# Firestone

## 'SUPER TRANSPORT'

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# Ribble Strongly Criticized Before Commissioners: Principle Opposed

STRONG criticism of Ribble Motor Services, Ltd., was made by Mr. J. C. Backhouse, before the North Western Traffic Commissioners at Morecambe last week. The company were making application to take up and set down excursion passengers in Clarence Street, following their take-over of a number of local excursion licences in 1958.

A concern of Ribble's reputation should have made closer inquiries regarding land available for picking-up and setting-down when purchasing another business, said Mr. Backhouse, for the objectors.

The Commissioners were told by Mr. F. D. Walker, for Ribble, that when a licence was purchased from Florence Motors (Morecambe), Ltd., in 1958, a picking-up point on private land in Clarence Street was specified.

It was found that there was no such facility, and when a site was obtained, planning permission had been refused by the Morecambe and Heysham Corporation. Dispensation had been granted to pick up on the highway while negotiations were taking place, but this was withdrawn in August, 1959.

The corporation were objecting to the application in the capacity of highway authority, not as operators, said Mr. R. Rose, town clerk. The corporation had consistently contended that excursion coaches should not be allowed to pick up or set down on the highway, except at authorized stands. If Ribble were allowed to do so, other operators would want similar facilities.

Mr. Walker stated that Ribble opposed such a principle. The corporation had not pressed such objections against Morecambe operators. The police raised no objection, and it was surprising that Ribble's observations had shown that corporation buses parked in Clarence Street day by day.

Before Ribble took over the Florence licence, passengers had not been picked up in Clarence Street since the war, stated Mr. T. S. Ireland, chairman, Morecambe Coach Operators' Association, and a director of Tower Coaches, Ltd.

Ribble had also opened a booking office at Central Pier, which contravened an agreement between the corporation and the association. Following this, receipts of Tower Coaches had dropped by 25 per cent. as the new booking office was ideally situated to abstract traffic from other operators.

The question of private land was wrapped in mystery, said Mr. F. Williamson, chairman, but he was satisfied that it was in use in 1937. It was possible that the Commissioners might make a grant limiting the use of Clarence Street to one or two vehicles at any one time, and then only at certain times of the day. They would prefer, however, for Ribble to find another adjacent point off the highway.

# More Tours for Lincs Road Car

PERMISSION to run more tours from Scunthorpe, Cleethorpes, Louth, Boston and Sleaford next year has been granted to the Lincolnshire Road Car Co., Ltd. Their application to run tours from Newark has been refused, and only two of the four tours proposed from Grantham have been allowed.

The company's applications were heard by the East Midland Traffic Commissioners in October. The company proposed to run four new holiday excursions to South and Mid-Wales, London, the south coast resorts and Isle of Wight, Scotland, and Devon and Cornwall.

Mr. C. R. Hodgson, chairman, said that the grant from Lincolnshire and Scunthorpe would provide a good basis for the provision of a greater variety of extended tours from the sparsely populated areas of Lincolnshire. The Newark, Grantham and Retford starting points were borderline cases, and the Commissioners considered that other operators had built up considerable goodwill and extended-tours traffic from Newark.

The Commissioners decided to allow two tours in respect of Grantham.

# *Smoky Exhaust Case Dismissed*

A SUMMONS against Crossley and Sons, Ltd., Middlesbrough, for causing a lorry to emit excessive smoke, was dismissed at West Hartlepool, last week, following a claim that the wording of the summons was incorrect.

Defending, Mr. John Bloom said that there was nothing in the regulations about the wording of a summons. The regulations made no mention of maintaining a vehicle in a particular condition, neither did they refer to the question of taking reasonable steps.

After the magistrates' clerk had consulted the regulations, Mr. Bloom agreed to the summonses against the company and Charles Kenneth Snowden, Cornfield Road, Stockton, the driver, being amended. Snowden was fined £3.

Mr. Bloom submitted that there was no case against the driver because it had not been proved that the smoke was dangerous to other road users. The company, he said, had no knowledge of the lorry's condition, so could not be responsible.

Snowden said that several drivers had passed him in a normal manner.

## PROFIT AND LOSS

**Thomas Harrington, Ltd.,** £26,072 loss before £1,610 tax.

**C. Lindley and Co., Ltd.,** £22,691 net profit after tax. Year's dividends 17½ per cent.

**Tecalemit, Ltd.,** £187,740 net profit after £144,174 tax. Year's dividends 13 per cent.

**United Lubricants, Ltd.,** £10,199 group net profit after £15,942 tax. Year's dividend 15 per cent. on increased capital.

**Edinburgh Transport Department,** £2,412 net profit after debt charges. Total working expenses £3,531,801 (31.065d. per bus-mile). Total income £3,799,386 (33.419d. per bus-mile). Passengers 228m. Mileage 27.2m.

**Tees-side Railless Traction Board,** £11,501 profit. Trolleybuses: Total working expenses £66,715 (26.77d. per vehicle-mile); total revenue £79,473 (31.89d. per vehicle-mile); profit £12,758. Motor-buses: Total working expenses £81,338 (28.46d. per bus-mile); total revenue £80,081 (28.02d. per bus-mile); deficiency £1,258. Passengers: 11.1m. Mileage 1.3m.

# *A Licence for Trailer Upheld on Appeal*

THE grant of an A licence for a trailer to Mr. F. E. N. Townend, Leeds, by the Yorkshire Deputy Licensing Authority was upheld by the Transport Tribunal last week. The B.C.F. Transport Co., Ltd., Leeds, represented by Mr. J. R. C. Samuel-Gibbon, had appealed against the decision.

Mr. Samuel-Gibbon said that the Authority seemed to have been "mesmerized" by the suggestion that no increase in carrying capacity would be involved. This would be true only so far as weight was concerned, he stated. The grant allowed Mr. Townend to engage in a new field of transport. There was no evidence to support the carriage of steel.

Sir Hubert Hull, president, said that to limit the length of concrete and steel columns so that they did not exceed that of the vehicle would be an unreasonable interference.

## "SUB-CONTRACTORS COULD NOT BE TRUSTED"

BECAUSE the delivery of furniture was highly specialized work and could not be trusted to inexperienced sub-contractors, Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow last week, allowed Mr. Alexander Watt, Rutherglen, to run up to 30 miles instead of five miles under his B licence.

Mr. Watt stated that the permitted five miles radius was scarcely enough to allow the vehicle to run through greater Glasgow. He preferred to lose business rather than face the hazards of employing inexperienced sub-contractors.

Supporting evidence was given by a number of manufacturing concerns, and Mr. Quin granted the extension.

## BRADY JUDGMENT GIVEN

GIVING the Transport Tribunal's full judgment on the successful appeal by seven hauliers against the addition of two vehicles to the A licence of Messrs. T. Brady and Sons, Barrow-in-Furness (*The Commercial Motor*, November 20), Mr. N. L. C. Macaskie, Q.C., said last week that there had been no evidence of unsatisfied demand for transport.

It had not been shown that Brady could not meet customers' needs, and there were no excessive hiring figures.

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*A steep bank had to be negotiated by Army drivers during the Skill on Wheels championship last Saturday. This Bedford's stability can be judged.*

# Motor Industry's Finest Year

DURING the past year the motor industry had achieved more than ever before, Mr. A. B. Waring, president of the Motor Industry Research Association, claimed at the Association's annual luncheon in London last week. The current production of commercial vehicles was, he said, 40 per cent. greater than at this time last year.

Describing M.I.R.A.'s work, he said that every day and night 45 vehicles were on test on the proving ground at Lindley, where 2.25m. miles were covered last year. The Association's next five-year plan included research into aerodynamics, suspension, stability and mechanical losses in engines. New facilities were needed. Wind tunnels were being built and a Colonial course constructed. Facilities were also required for a study of the humidity problem.

The Association's present income was £200,000 a year, of which £60,000 came from the Department of Scientific and Industrial Research. At the end of the second five-year period an income of £300,000 a year would be needed.

Mr. Waring believed that American manufacturers spent 10 times as much as British makers on research and development, although Britain's contribution to this work exceeded £20m. a year.

Mr. Reginald Maudling, President of the Board of Trade, emphasized the potential danger of competition from Communist countries, particularly Russia. Sometimes, he said, he was almost frightened by Britain's substantial dependence on its exports of motor vehicles for its overseas trade. Referring to the expansion of the motor industry, he said that the location of new factories was important. In choosing sites, manufacturers must set low production costs against the cost of a site in terms of the national economy and social requirements.

### DEFENDANT LEFT DISUSED CAR ON ROAD

ACTON magistrates last week conditionally discharged a man who left his car outside his house with the rear wheels jacked up. The police had brought the prosecution by reason of a decision of the Divisional Court on October 30 to the effect that a person is using a vehicle even when it is stationary and not being driven.

Defendant was charged with having no third-party insurance. His was regarded as a test case in respect of the large number of disused vehicles left on the highway.

# *Soldiers Show Their Skill at Bordon*

FOUR teams of two men last Saturday competed at Bordon, Hants, in the Army's Skill on Wheels championship. Each contestant had to take a motorcycle, a Land-Rover and a Bedford 4 x 4 lorry over a variety of steep, sandy courses, and finally race Austin Champs 150 yards across a pond in which the vehicles were submerged all but the windscreens. There was also an obstacle course to be covered before the drivers could reach their vehicles before the race.

Each test, apart from the race, was divided into 10 sections, and competitors scored according to the number of sections that they covered within a time limit. There was a steep bank at one point where the Bedfords seemed likely to capsize. Adverse-camber bends were tackled in four-wheel drifts in highly expert fashion.

W.O.II G. Asbury and Dvr. Methven, R.A.S.C., were the winning team. Asbury also put up the best individual performance, the more commendable because he broke his glasses on the tricky obstacle course. He won the pond race. Both men came from the Army Motor Transport School of Driving. The other teams were from the Parachute Brigade and the 1st and 3rd Divisions.

L/Cpl. Grasson, of 1st Div., scored the best Land-Rover performance, but unfortunately drove his Bedford into a tree and broke a drop-arm. A Scammell recovery vehicle came into action.

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# *Sir Hubert Contradicts Licensing Authority*

CONTRADICTING the Northern Licensing Authority last week, Sir Hubert Hull, president of the Transport Tribunal, said that a case had been made out for the grant of a B-licensed articulated low-loader of 25 tons' capacity to Border Engineering Contractors, Ltd., Whitehaven.

The Tribunal concluded hearing the company's appeal against the Authority's refusal of their application (*The Commercial Motor* last week) and limited the radius of operation to 15 miles. This operating zone would take in the principal industrial areas on the coast, said Sir Hubert.

The application was to carry plant, machinery and equipment within a radius of 100 miles. When the appeal opened, Mr. T. H. Campbell Wardlaw, for the company, admitted that the evidence did not justify the grant of a licence for such a wide area. The appellants amended the radius to 30 miles.

The Tribunal considered that a grant for a small area would be advantageous to customers. The vehicle would be more likely to be frequently available than the 25-tonners belonging to the respondents, B.R.S. (Pickfords), Ltd., and Siddle C. Cook, Ltd., based at Barrow and Consett respectively.

### MAJOR INCREASE IN STORAGE WORK

EVIDENCE of a major increase in the volume of storage and delivery work done for customers was instrumental in securing an A-licence variation for Inter-City Transport and Trading Co., Ltd., Cumbernauld, at Glasgow, last week.

For Inter-City, Mr. James Taylor said that the major customers were operating on the basis of storage in, and delivery from, bulk. The company had secured additional storage accommodation, giving 250,000 cu. ft. capacity, and had doubled their storage space.

Typical increases by customers, on the basis of consecutive years, were 300-1,500 tons, 80-120 tons and 180-250 tons. The average handling from stores had been doubled.

The variation of the A licence for two vehicles related entirely to collection and delivery work and would not affect other operators, said Mr. A. Carroll, managing director.

Objecting for the British Transport Commission, Mr. Howitt sought to limit the operation to specific towns rather than to a 40-mile radius. Mr. Carroll agreed to this.

He offered an assurance that there would be no increased handling of goods by trunk services.

## *Eight-month-old Concern Gain B Licence from Mr. MacDonald*

A COMPANY formed eight months ago were granted a B licence by Mr. C. J. MacDonald, acting North Western Deputy Licensing Authority, at Chester last week.

J. Pollard, Ltd., Willaston, sought the licence for two vehicles of 4 tons each, but were granted only one. The conditions required were "agricultural and horticultural machinery, requisites and produce for Messrs. S. F. Pollard and Sons, Messrs. M. J. Hale and Sons, Messrs. F. Lancaster, Messrs. E. Holme, Deva Seeds, Ltd., and T.V. Seeds, Ltd., as required."




*This Austin 5-tonner has West Surrey Industries bodywork to the new pattern evolved for meat haulage by British Road Services. It is an adaptation of the B.R.S. parcels van, but has hinged instead of sliding doors.*

Mr. E. A. Whitehead, for the applicant company, said that Mr. J. Pollard, managing director of J. Pollard, Ltd., together with his parents and brothers, ran Messrs. S. F. Pollard and Sons. Deva Seeds, Ltd., were a family concern of which he was a director, and J. Pollard, Ltd., had been formed by him on May 1.

The Hale, Holme and Lancaster firms were specialists in farm equipment and field drainage. Their traffic was unusual and expensive. The Pollard family had a vehicle under C licence and another under contract-A licence to T.V. Seeds, Ltd. These licences would be surrendered if the application were granted.

Mr. Pollard said that he wanted to carry goods all over the country. Mr. R. Tomlinson, a director of T.V. Seeds, Ltd., stated that the use of a B-licensed vehicle would be cheaper than one under contract. His company's work could not be entrusted to casual hauliers because of the importance of customer relationships.

For the British Transport Commission, who objected, Mr. G. P. Crowe pointed out that Mr. Pollard was attempting a new venture which might or might not be a success. Mr. H. Smith, representing four haulier objectors, submitted that existing facilities were adequate.

Mr. MacDonald did not think that two vehicles were justified, and struck off "as required" from the application, substituting "North Wales, Eastern Counties, Lancashire, Cheshire, Shropshire and Scotland for potatoes."

### £1.8m. LOSS BY C.I.E.

A LOSS of £1,798,917 was incurred in the year ended March 31 last by Córas Iompair Eireann, the State transport organization of the Irish Republic. This figure includes provision for sinking fund and depreciation. A net loss of £1,169,000 was incurred by the railways, whose livestock traffic receipts fell sharply, partly because of the growth of private transport, including the extensive development of services from Northern Ireland.

Road haulage returned a profit of £81,484. Road passenger services showed a profit of £743,412. Coach tours and private hire yielded improved results, says C.I.E.'s annual report.

## Emphasis on Hydraulic Drives

THE use of hydraulic drives instead of chains, belts or gears, is emphasized by many exhibitors at the Smithfield Show, Earls Court, London, which opened on Monday and closes at 6 p.m. today.

No tractor is shown with a hydraulic transmission, but Joseph Lucas, Ltd., Great King Street, Birmingham, 19, have on view a model which employs a hydraulic pump and wheel motors. This was seen last year, but the model now has additional fittings to permit ancillary equipment to be driven from the main hydraulic supply.

Dowty Hydraulic Units, Ltd., Tewkesbury, Glos, show a sectioned rear axle incorporating hydraulic transmission units.

A new small hydraulic motor which complements the wide range of pumps produced by the Plessey Co., Ltd., Swindon, Wilts, may be inspected.

Perkins Engines, Ltd., Peterborough, exhibit an oil engine for agricultural use designated the Six 288 (TA). It has six cylinders giving a capacity of 4.73 litres, and is similar in dimensions to the P6. However, it employs a C.A.V. distributor-type injection pump and produces 76 b.h.p. at 2,000 r.p.m.

In their MF-35 tractor, Massey-Ferguson (United Kingdom), Ltd., Coventry, now offer a three-cylindered oil engine with chrome-plated cylinder bores. In configuration, the engine, which is known as the 3-A-152, is comparable to the Perkins P3, but has a greater cubic capacity and a distributor-type injection pump.

A new crawler tractor, the 150W, is shown by Allis-Chalmers (Gt. Britain), Ltd., Stamford, Lincs, whilst County Commercial Cars (Sales), Ltd., Fleet, Hants, have their new CD50 industrial crawler conversion of the Fordson Major on view. Roadless Traction, Ltd., Hounslow, Middx, exhibit a four-wheel-drive conversion of the Fordson Dexta tractor.

Demonstrated for the first time in this country on the stand occupied by the Regent Oil Co., Ltd., 117 Park Street, London, W.1, is the Polar Start Applicator, manufactured by M.G.A. Industries, Ltd. It uses Caltex fluid for easy starting of oil and petrol engines in 10 seconds at temperatures down to 72° of frost.

## *Mr. Mitchell Attacks Road Neglect*

ROAD development and facilities for off-road loading and unloading had been neglected over the years, Mr. J. B. Mitchell, a national vice-chairman of the Road Haulage Association, told the Edinburgh Rotary Club last week. This was the cause of the present slowing in the movement of traffic, he claimed.

The new Minister of Transport had shown that he was going to be tough on this subject, and Mr. Mitchell prophesied that the pink-zone Christmas parking ban, in central London, would eventually be extended and enforced.

It was unfortunate, he observed, that at the present time, when a start had been made towards improving roads and conditions, some politicians and others should suggest the transfer of goods from road to rail.

Interworking arrangements between centres would be bound to drive larger companies—especially those with one-way traffic—into making co-operative arrangements. Transport was developing in such a way that the bigger companies had already established bases in the main centres of Scotland and England.

There was already a high degree of interworking between operators, and even with British Road Services, he said. Unfortunately the same mutual assistance did not exist between the independent haulier and the railways generally.

There was room for improvement here, but only the railways could deal with it.

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# Demountable Bulk Container




*(Left) The Villiers engine which powers the auger-discharge device of this Commer six-wheeler can be seen outrigged at the rear. (Below) Tamplin have produced a tipping body which can be taken off a platform vehicle as a unit. It is seen here based on a Bedford.*



TO be employed mainly for the transport of grain from docks to storage depots, a self-discharging bulk container has been acquired by Wilson and Hood, Ltd., Bridgnorth. Based on a Commer 7-ton forward-control oil-engined chassis with a Universal Power Drives trailing-axle bogie extension, the vehicle was supplied by J. Sharratt and Sons, Ltd., West Bromwich, Rootes distributors.

The container is of the demountable type, and special features include the use of auger-discharge equipment powered by a Villiers petrol engine of 4 h.p. This is outrigged at the rear.

Rated to carry 12 tons, the container has a capacity of 525 cu. ft. The auger can be used to discharge the load at a rate of 20 tons an hour. Bolted to the wooden floor of the aluminium platform body, the container may be removed by an overhead hoist or transferred manually to a raised deck of suitable height after the sub-frame has been jacked up and equipped with casters.

### Gravity Discharge Permitted

As an alternative to using the auger mechanism, the grain can be discharged by gravity through chutes below the base of the container and a longitudinal opening in the vehicle floor provided by a removable board.

Built by N. Tamplin and Co., Ltd., Birdham, Chichester, the body comprises eight standard straight-sided sections with a hopper-type base, and is mounted on a robust angle-iron sub-frame. Upright supports are formed by the bolted joints of the sections, and internal bracing members are employed.

A full-length auger duct is located centrally under the floor of the container, and is belt-driven by the rear-mounted power unit to discharge the material some 9 in. behind the rear cross-member of the chassis. The grain is fed to the duct through four slide-type traps manually operated by transverse rods from the near side.

A duplicate set of slides enables the material to be discharged by gravity, the push-pull rods being operated by hand-grips on the off side.

Complete with discharge equipment, c20 the container weighs 25 cwt. and has overall length, width and height measurements of 20 ft. 6 in., 7 ft. and 5 ft. 7½ in. respectively.

Four eye-brackets are fitted to receive the hooks of the hoisting gear. Weather protection is afforded by a canvas cover supported on nine roof sticks. Spillage of material is prevented by radiused longitudinal members at cant-rail level, which extend inwards about 9 in.

The Unipower conversion is of the swinging-beam type, based on Commer components, and extends the wheelbase from 13 ft. 6 in. to 15 ft. 7¼ in. Other non-standard equipment includes 9.00 by 20 tyres instead of the normal 8.25 by 20 type, and the standard four-speed gearbox is replaced by a five-speed unit.

Access to the container is provided by a removable rear door, mounted on four clamp-type hinges, which may be opened upwards or downwards.

A demountable tipping body for the bulk transport of grain and like traffic has been developed by Tamplin, and is available in three different sizes. The body has its own frame so that it may be fitted on a platform vehicle and taken off when traffic requirements alter seasonally.

The sides are made of mild-steel sheet and are rustproofed. There are no struts inside and Huckbolt fasteners are used. At the rear, in addition to an adjustable outlet chute, a door 2 ft. 6 in. wide may be provided to allow sacked goods to be loaded. Canvas covers for the top are quickly removable.

The tipping gear is of Edbro manufacture, and for bodies intended to carry up to 7 tons, twin-ram hand-operated hydraulic gear is provided. For heavier weights, powered tipping gear is recommended. With such equipment, the oil feed has a quick-release coupling.

Each of the three bodies is 6 ft. 10 in. wide and 5 ft. 6 in. high, but their respective lengths are 13 ft. 8 in., 16 ft. 2 in. and 18 ft. 8 in. Capacities of the three models are 332 cu. ft. (five bays), 399 cu. ft. (six bays), and 465 cu. ft. (seven bays), and the respective prices are £376, £417 and £458.

The rear door, as described, costs an extra £27 12s., and power take-off drive for hydraulic tipping gear is approximately £85. Spill boards to increase capacity by 10 per cent. can be fitted to special order.

## *One Hears—*

Of 113 children on a bus.

Of the Midland "Red" selling railway tickets.

That Leyland's new anthem is "O for the Wings of a Dove."

That nearly 2,300 Ribble drivers and 1,184 conductors last year won safety awards.

That a new electronic apparatus is capable of dealing with 30m. words a second.

That this is the answer for busy transport executives who complain that they cannot possibly read all that they should.

That Jock Henderson, of the British Transport Commission, is again first this year with Christmas greetings which are warmly reciprocated.

# R.H.A. Show How to Foil Thieves

AS part of their publicity programme, the newly formed security committee of the Road Haulage Association staged a demonstration of anti-theft devices at the premises of J. Spurling, Ltd., West Ferry Road, London, E.14, on Tuesday.

To the intermittent blare of alarm horns, a dozen or so vehicles displayed their secrets to critical visitors. Most devices were designed to cut out the ignition or the fuel supply and, in one case, the braking system. Most incorporated a horn-alarm system.

It was emphasized that hauliers were confronted by teams of highly skilled thieves. Few of the devices on sale today would baffle a determined operator, with an engineering background, for longer than half-an-hour. Yet time was often the vital factor in successful thefts of lorries or their loads, and all the devices demonstrated would certainly delay even a professional thief.

The Deepro diesel immobilizer, for example, made by G. H. Wood and Co., Ltd., is simple and effective. The mechanism container can be fitted anywhere in the cab. A plunger takes the place of the normal fuel plunger. To immobilize the engine, the driver presses the plunger, cutting off the engine in the normal manner. The plunger automatically locks in the closed position and the vehicle is safe. An individual key is used to unlock the device.

The same company market the Protex, a penetrating intermittent horn alarm which is effective after the last door is locked and which cannot be stopped without a special key. Wood's Carpro is an alternative device, cutting out the ignition system from a barrel lock unobtrusively fitted under the dashboard or elsewhere.

### Strident Alarm

Security Products Manufacturing Co., Ltd., market the Car Guard, an automatic device protecting bonnet, doors or luggage compartment. On removal of the ignition key, a strident warning alarm comes into operation if the vehicle is tampered with. The special key is separately housed in a heavy-gauge-steel container, and the horn alarm cannot be cancelled by switching off the ignition.

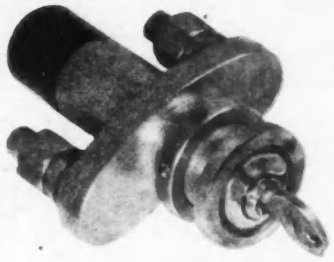
Makesafe devices are manufactured by J. Sheppard and Son. The unit for diesel engines is self-contained and has the effect of cutting off the fuel supply, securing the cab doors, and providing an audible warning to the driver. An external key operates the master switch, allowing the driver to enter the vehicle without setting off the alarm.

Sheppard also supply an arsenical-smoke generator which can be fired automatically through the cab rear window.

The Petromag device, made by Ross Courtney and Co., Ltd., is easily fitted. It is a combination of petrol tap, ignition switch and lock, immobilizing the coil or magneto. The fuel supply is normally interrupted between pump and carburetter. The electrical connections are made on the low-tension side of the ignition coil.

Auto Protection Engineers offer a device combining horn blasts with ignition cut-out. The alarm can be set to cover doors, bonnet or boot, and is operated by a special key installed externally near the driver's door.

Perhaps unique among current anti-theft devices is the Auto-Safe, by Francis Motor Service, Ltd., which operates on the hydraulic brake system. A non-return valve is incorporated, cutting the flow of brake fluid from the master cylinder to the wheels.



*The Petromag fuel and ignition cut-out is a widely used security aid.*

Patfield Electrical Contracts, Ltd., offer two devices. In the first, suitable for both petrol and oil engines, a special ignition key operates an audible alarm. In the second, a key protects luggage compartments and doors by a continuous warning note. The two systems can be combined.

Three versions of the Sentry device, produced by the Sentry Auto-Alarm and Electrical Co., are available. In the first, an individual key installed on the outside of the vehicle sets off an alarm when the vehicle is tampered with. The second type has an interior switch wired to the ignition system, and the third offers both internal and external switches. In addition, up to 14 traps on clutch, brake or accelerator pedals, for example, can be set.

Allo Research and Development, Ltd., have a combination with eight contacts controlled by a rotatable selector wired to ignition and horns.

Another combination device is marketed by the Oscott Instrument Co. It can be readily changed by the owner.

Jaco Products (Electrical), Ltd., have an electronic lock that gives many thousands of combinations. This operates by a system of paired multi-pin plugs wired differently, the particular pair being known only to one responsible person. The driver has no knowledge of the combination. Fuel and ignition are cut out and an audible alarm is brought into action.

### MANUFACTURERS OF ANTI-THEFT DEVICES

**G. H. Wood and Co., Ltd.,** 7 Glebe Road, London, E.8. Carpro ignition cut-out; CL.1 door lock; Deepro oil-fuel cut-out.

**Francis Motor Service, Ltd.,** 176-180 Romford Road, London, E.7. Auto-safe brake-locking device.

**Security Products Manufacturing Co., Ltd.,** 44 Tottenham Court Road, London, W.1. Car Guard ignition cut-out, door lock and alarm.

**Alverstone Products, Ltd.,** 104 Great Russell Street, London, W.C.1. Cartec ignition cut-out and alarm.

**J. E. Sheppard and Son,** 30 Filmer Road, London, S.W.6. Makesafe ignition cut-out, door lock and alarm. Makesafe oil-fuel cut-out, door lock and alarm.

**Verdik, Ltd.,** Lane End, High Wycombe, Bucks. Watchdog alarm.

**Ross, Courtney and Co., Ltd.,** Ashbrook Road, London, N.19. Petromag fuel and ignition cut-out.

**A. Binns, Swain Group Fleets Division,** Brentfield Road, London, N.W.10. Van protection device.

**Patfield Electrical Contracts, Ltd.,** 46 London Road, London, S.E.23. Alarm.

**Hartwood Anti-Theft Alarm System,** 119 Mildmay Road, London, N.1. Ignition cut-out, door lock and alarm.

**Jaco Products (Electrical), Ltd.,** Pinelands, Sandy Lane, Northwood, Middx. Fuel and ignition cut-out and alarm.

**Oscott Instrument Co.,** 74 King's Road, Sutton Coldfield. Alarm and immobilizer.

**Ideal Burglary and Fire Protection Corporation, Ltd.,** 42 Parker Street, Kingsway, London, W.C.2. Ideal ignition cut-out, door lock and alarm.

**G. Moore,** Falcon House, High Street, Longstanton, Cambs. Door lock and alarm.

**Sentry Auto-Alarm and Electrical Co.,** 39-41 Christopher Street, Belfast. Sentry door lock, ignition cut-out and alarm.

**Auto Protection Engineers,** Burrows Mews, Ufford Street, London, S.E.1. Ignition cut-out, door lock and alarm.

**Allo Research and Development, Ltd.,** 4 Argyle Road, London, W.13. Ignition and horn combination contacts.

## *Jones Crane Superseded by 12½-tonner*

THE Jones 10-10 10-ton mobile crane produced by K. and L. Steelfounders, Ltd., Letchworth, Herts, has been superseded by a new model, the KL 10-10 Mark III. The latest unit has a lifting capacity of 12½ tons at a 10-ft. radius and a redesigned cab.

The earlier crane had an 8-ft.-wide conventional cab. For the Mark III this has been replaced by a narrow compartment offset to the off side. Two sets of driving controls are provided, permitting the driver to face either to the front or rear.

The rearward driving position incorporates the crane controls. As the cab is offset, the cantilever-type jib (a strut-type jib is also offered) can be lowered on to a bolster beside it to reduce the height when travelling.

Included in the standard specification is a power lowering system which employs the braking effect of the main engine, a Leyland O.600 unit, to give steady lowering at a wide range of speeds. The new machine has a lifting speed of up to 100 ft. per min., can travel at 30 m.p.h., and weighs 24¾ tons. It can slew through a full circle in 24 sec. It is distributed in the U.K. by George Cohen Sons and Co., Ltd.

c21



*This is the bay where vehicles arrive and are unloaded by Ameise fork-lift trucks. Up to 60 vehicles deliver to the warehouse each day.*

# Grocers Spend £300,000 To Reduce Prices

## *Modern Methods Fully Exploited by Tesco in New Warehouse Built at Cheshunt to Meet Keen Competition*

**By Alan Smith, F.R.S.A.**

A £300,000 grocery warehouse has been newly built at Cheshunt, Herts, by Tesco Stores, Ltd., for the fullest possible application of mechanical handling, and is probably the only establishment of its kind in the country of such a size—104,000 sq. ft.—dealing with several thousand different lines.

There are two aspects of its significance. One may be considered indicative of the enterprise of an organization which was begun shortly after the first world war by a demobilized airman with a gratuity one ten-thousandth the amount that the warehouse has cost. The other illustrates the current climate in the distribution of food, which is highly competitive and demands of the most efficient handling methods to minimize expense.

Such savings are passed on to the housewife, which is nothing new to Tesco, whose policy always has been—and eschewing mealy mouthed euphemisms—to cut prices. In some trades, price-cutting is considered immoral and it is possible for producers to act against sellers who show themselves willing to accept pared margins.

But not so in the food business, possibly because of the tremendous volume of goods involved and the multiplicity of retail outlets, not to mention the canniness of the buyers. The machinery for price maintenance could never work. In this trade the spectacle is not so much of any cut-price trader selling below others who adhere to producers' margins, but of cut-price retailers competing against each other.

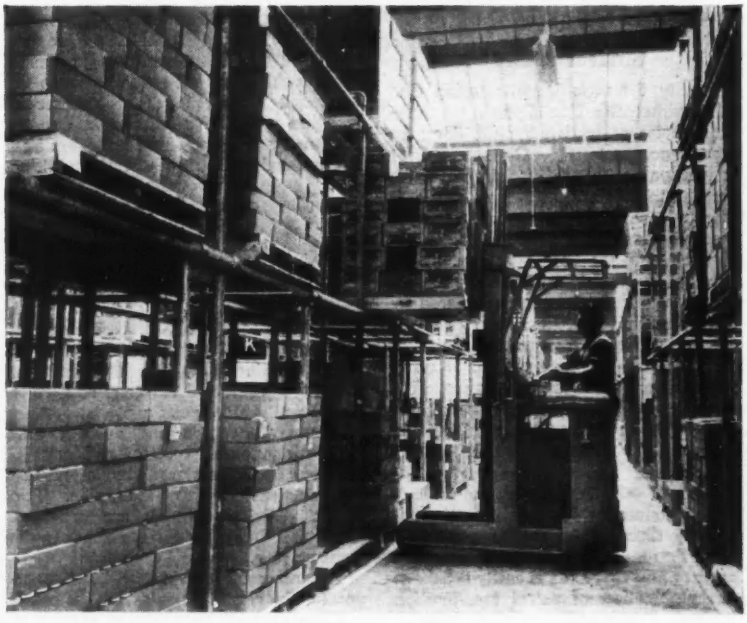
Hence the imperative need by Tesco constantly to improve the means by which they link the producer with the customer. Slicker warehousing in fact matches progressive methods of retailing, the serve-yourself system having been introduced at all but six of the company's 150 stores throughout London and the south of England.

The new warehouse replaces one at Edmonton. All goods arrive by road. Although the railway station is next door and the track borders the site, it is not expected that any traffic received will be railborne. Vehicles arriving with goods drive into the building under cover on one side. There is space in this bay for about 10 vehicles at once, although there may rarely be such a density of arrivals.

About 50-60 vehicles deliver at the depot each day, the consignments varying in size. The warehouse is stocked on the basis of a three-four week turnover, although seasonal fluctuations in certain lines complicate this plan. The normal daily throughput is 200 tons.

A slight change was made to original plans for the unloading of vehicles in the first few weeks of the warehouse's operation. Most goods arrive unpalleted and therefore must be stacked on pallets in the unloading bay. Appliances provided were eight Omic Paliton hydraulic stillagers, seven Ameise battery-electric fork-reach trucks and four Fourways portable electric conveyors.

Procedure followed at first was to take off goods from the vehicles on the conveyors to load pallets brought out by the Omics. When a sufficient platform area was cleared, an Ameise would place



*When goods at the bottom of the racking are exhausted, an Ameise brings down another pallet-load from above.*



*Fourways conveyors are used in the loading bay, where work can proceed during the day because the advantages of articulated vehicles are exploited.*

a pallet on the vehicle and take it off when it was loaded. In practice, it was found that the conveyors had only limited use, and they have been transferred to the loading bay. The first cartons to be unloaded from vehicles may quite quickly be dealt with manually.

The Omjcs take laden pallets into a marshalling area, and from here the Ameise machines install them in the racking. Sometimes, however, pallet-loads may be taken directly in the racking from the unloading bay without passing through the marshalling area. The racks are laterally disposed down the centre of the building in double banks with aisles 8 ft. wide between, and allow stacking three high. They provide space for the accommodation of 5,000 pallets, which are of Youngman manufacture and of the non-reversible double-entry timber type, size 4 ft. by 3 ft. 4 in. with 30-cwt. capacity.

Consignments are made up on pallets in the aisles, and the staff draw off cartons from the pallets at the bottom. When these are exhausted, an Ameise is summoned by means of light signals and brings down a full pallet from above. The empty pallet may either be drawn out into the aisle to be loaded with orders, or taken to a section reserved for the purpose next to the marshalling area.

### Appropriate Labels

Each vertical stack is reserved for an individual commodity, although for popular, bulky products, such as breakfast cereals, two or three adjacent stacking positions are allotted. The aisles are labelled appropriate to the goods held in the racks, "Cereals," "Washing Powders" and so on.

From the aisles the pallets are taken into the loading bay, which is on the other side of the racking installation to the receiving area. A total of 125 Willmot Tuglift stillages is employed to facilitate this phase of the movement. Goods drawn from the racks are aggregated into vehicle-loads and there are 12 Fourways conveyors (including the four brought across from the unloading bay) for loading the vans.

Not all the goods which come into the loading area, however, pass through the racking in the way described. There is also a large bin installation for small cartoned goods which do not lend themselves to being palleted. An extensive cold store occupies almost the entire width of one end of the building, together with a packaging department where dry goods bought in bulk are packed.

A further Ameise, with a 7-ft. mast, has a free lift so that it can be driven through the doors into these rooms. A Yale Worksaver stillage truck is employed to carry goods from the cold store to the loading bay, whilst goods drawn from the bins may be handled by the Tuglifts. Completion of the cycle of the warehouse economy is the return by fork truck of empty pallets from the loading area to their reserve.

Operations of Tesco's fleet of C-licensed vehicles enter the picture at this point, and, as may be expected, the advantages of shuttle working by articulated outfits are exploited. The company have 10 tractors and 20 B.T.C. semi-trailers, as well as 11 four-wheeled rigid vans, based at Cheshunt. The tractors comprise six Thames P6 10-tonners, a Trader of similar capacity, two Guy-Meadows 12-tonners and a Leyland Beaver 15-tonner.

### AVOIDING CONGESTION

*BECAUSE of congestion in central London, there was a tendency in the distributive trades to build depots at places on the periphery of the built-up area, said Mr. Barry Kay, regional controller of the Board of Trade, last week.*

*He was addressing the London and South East Regional Board for Industry.*

The rigid vehicles consist of six Albion 6-ton petrol-engined models, two Bedford P6 5-tonners, two Thames 4D 3-tonners and an Austin P4 2½-tonner. The reason for the variety is partly because the company have grown by the acquisition of other grocers and have thus gathered miscellaneous vehicles into their fold.

Impressive though the new warehouse is, it deals with a volume of goods representing less than half the turnover of the retail branches, the remainder of whose supplies is delivered direct by manufacturers and others. Shops' orders are received at the beginning of the week, and these are processed by Hollerith machines so that detailed directions for the making-up of orders can be given to warehouse staff.

The actual pattern of deliveries presents a complicated picture, but the broad principles are that main supplies are sent out on the first three days of the week, and these tonnages may be supplemented if necessary on Thursdays and Fridays. The larger branches are served first, although this is not a hard-and-fast rule, particularly as a big store may have substantial stocking room and can "hold out" longer than a small one.

The general aim is that at any one time a shop should have in stock a minimum of two weeks' requirements of canned and dry goods, and two-three days' needs of butter, cheese and eggs.

In view of all the many factors which are hardly conducive to time-tabled delivery services, another one of which is the effect of traffic regulations, it is surprising that the running done by the fleet one week may almost exactly compare with that done during another. Although the primary object is to operate flexibly so that changes in demand can be accommodated, which could not be the case if a strict schedule were laid down, in fact a high degree of regularity is achieved. This is appreciated by branch managers: they like to know when Cheshunt vehicles may be expected to arrive so that they can plan their own routines.

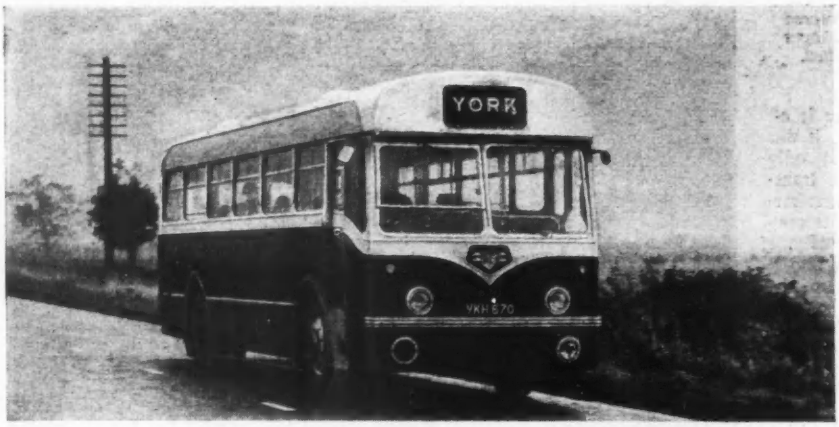
### Loading Semi-trailers

Semi-trailers are loaded during the day ready for the tractors when they return, whilst rigid vehicles may be loaded either in the evening or early morning. Signs with towns' names are stood by vehicles appropriately during the loading operations.

As may be expected, heavy goods are placed on the floor of the vehicles and the lighter at the top. A big semi-trailer may contain deliveries for one or several shops. Vehicles each make one trip and altogether serve about 30 shops a day, the longest run being to Bristol, a twice-weekly delivery.

Each prime mover covers up to 275 miles a week, and typical fuel-consumption rates are as follows: Leyland, 8 m.p.g.; Thames P6, 9-10 m.p.g.; Bedford P6, 15 m.p.g.; Albion, 10-12 m.p.g.

c23




*Use of Buses in East Yorkshire Promoted Because Public Know Exactly When to Catch Them*

*(Left) A Leyland single-decker, bound for York, on the road near Market Weighton. The company keep their vehicles in smart condition.*

# REGULAR TIMINGS *STIMULATE TRAFFIC*

YORKSHIRE has a number of industrial centres and seaside resorts, and its countryside is mainly devoted to dairying and market gardening. East Yorkshire Motor Services, Ltd., one of the smaller B.E.T. companies, are faced with having to provide frequent services into Hull and other towns, and at the same time provide transport in comparatively sparsely populated areas.

Most of the company's services operate at regular intervals. Even where some run only every hour or two, the timetables have been so drafted that departures are at the same minute past each hour during the day. By adopting regular intervals on as many routes as possible, it is felt that, over the years, much has been done to promote bus travel. The public get to know the frequency, and there is no better way of stimulating traffic.

### Almost a Monopoly

The area covered by vehicles of East Yorkshire, who have almost a monopoly, is relatively compact, with services radiating outwards from Hull, Bridlington, Driffield and Pocklington. The zone is bounded by Scarborough in the north, through Malton and York to Selby in the west. Express services operate from Hull to Newcastle upon Tyne, Birmingham, London and Blackpool. With the exception of the Newcastle service, which has two departures per day, all the express routes have one daily departure from each terminus. The Blackpool and Newcastle services operate only during the summer season.

Other long-distance routes are service 10 between Leeds-York-Hull, running at two-hourly intervals and operated jointly with West Yorkshire Road Car Co., Ltd., and services 25 and 26 between Leeds-York-Bridlington via either Stamford Bridge or Pocklington. By far the most important East Yorkshire route is service 12, operating out of Hull to Beverley, Bridlington, Filey and Scarborough. A regular hourly service is provided for most of the year, but at the height of the summer a half-hourly service runs from Hull from 8.25 a.m. until 7.25 p.m.

The journey time is 2 hr. 38 min., and Leyland double-deckers with special semi-luxury bodies are used. Luxury double-deckers are also sometimes used on the Newcastle express service, although this year has seen two A.E.C. coaches with Barnaby bodies maintaining it. They used to belong to Messrs. Everingham Bros.




In Hull itself, by an agreement signed with the corporation in 1934, the services were divided into two areas. The corporation has exclusive right to provide services in the district roughly corresponding to the city as it was before 1929. This is known as area A. In area B, mileage and receipts are now shared equally between East Yorkshire and the corporation. In practice, however, certain of the services are allotted to one or other of the parties, whilst service 9A to Setting Dyke, service 45 to Wold Road and service 19 to Hedon are used for balancing mileage.

The advantage to East Yorkshire is that much of the post-war housing development has taken place in area B. Regular 10- or 15-min. peak-period services are provided

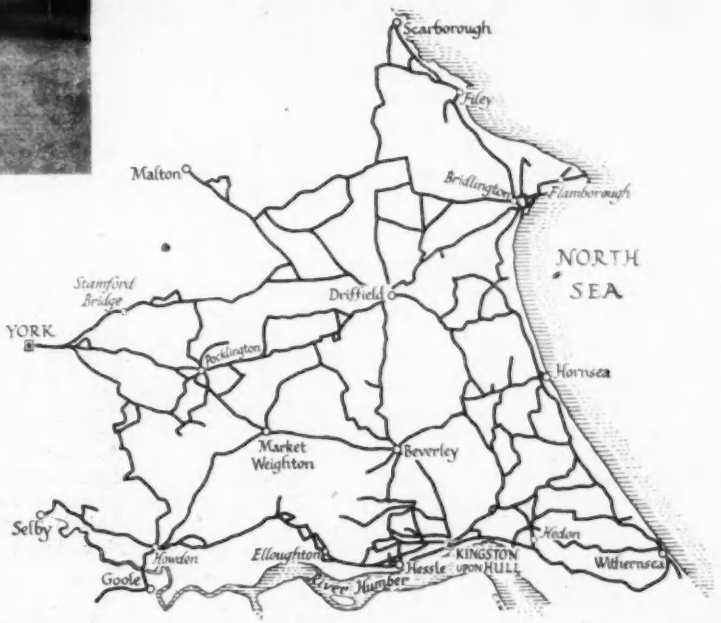




*(Left) Mr. C. R. A. Wreathall, general manager of East Yorkshire Motor Services, Ltd., controls a fleet of about 240 vehicles. The company have passed through a difficult period, but now view the future with confidence.*

*(Below) A map of the area served by routes of East Yorkshire Motor Services, Ltd. The company have to provide facilities for a number of towns and a scattered country population.*

**By D. R. MacGregor, B.Sc. (Econ.)**




*(Above) The tight squeeze at Beverley, demonstrated as this A.E.C. passes under the Bar, has recently been eased by lowering the road surface. The bus has the characteristic E.Y.M.S. roof contour, but normal vehicles may now be used. Most of the company's double-deckers had this feature to allow vehicles to be changed from one area to another.*

*(Left) East Yorkshire concern have their own publicity department. This artist is preparing material advertising trips to Wales. Tours are run all over Britain, and publicity work is considered important. Particularly interesting are the home-based Star tours which offer a selection of five daily trips, with meals, at attractive charges.*

*(Below) This A.E.C. is seen in Driffield, which is one of several towns from which radiating services operate for the benefit of country people.*




to these new estates, and to assist them both the corporation and East Yorkshire have a system of limited stops during the evening peak between 4.30-6.30 p.m.

The second most important centre for East Yorkshire is in Bridlington, where 10 separate town services are operated, these being recently consolidated by the purchase of the White Bus Co. By far the most important service is No. 31, which operates through Bridlington via Belvedere to Flamborough. A regular 15-min. service is maintained throughout the year rising to a 10-min. frequency during the summer.

Inland towns such as Driffield, Pocklington, Market Weighton, Selby and Beverley all have adequate rural services radiating out from them. Beverley itself is the small town which gives rise to the unusual construction of the majority of East Yorkshire double-deck buses. Beverley Bar, in the centre of the town, had a restricted height, and roofs were specially shaped for double-deckers to be able to pass through it. Most East Yorkshire double-deckers had this feature, not so much because all routes pass through Beverley, but so that vehicles could




*Bridlington, where this Leyland is pulling out of the bus station, is the second most important centre of the East Yorkshire company.*

be switched from one area to another if traffic demands changed. Now that the road has been altered, ordinary vehicles may be used.

Within the past few years the services of Messrs. Everingham Bros., radiating out of Pocklington have been acquired, and this has done much to give East Yorkshire a near monopoly of stage services within that area with all its resultant economies.

The main depot and head office of the concern are in Anlaby Road, Hull. The garage faces one of the main routes into Hull, and is close enough to Ferensway coach station, the main departure point for all services in Hull, for dead mileage to be reduced to a minimum. The garage is equipped with an Essex bus washing machine and pits for routine maintenance, all heavy repairs being carried out some distance away at the engineering works at Anlaby Common.

Beside the garage is a large Victorian villa which serves as the company's head office, and from outward appearances, at least, is unpretentious compared with the two new depots recently built at Elloughton and Pocklington. These two buildings are well designed, with small contemporary inquiry offices beside them and reflect a progressive policy. Another recent improvement has been the construction of a coach station at Scarborough for the heavy summer traffic each year. East Yorkshire depots are also at Bridlington, Driffield, Hornsea, Withernsea and York.

Anlaby Common engineering works is the central point for the entire maintenance of the fleet. Until a few years ago, all docking was carried out at the depots at which the vehicles were based, but now all overhauls are done at Anlaby Common. Additional pits have been constructed and the works enlarged. The advantage of centralized overhaul is that each depot is now able to concentrate on the day-to-day work, also that it is possible to make full use of modern equipment. The latest Hartridge apparatus is used in the injection-pump room. A Crypton electrical test bench and a brake-lining machine have been installed.

Vehicle docks are to generally accepted standards with alternate inspection routines at 20,000-mile intervals and major examination at 100,000 miles. At 200,000 miles, a complete major overhaul takes place. All main units are replaced, although experiments are continually being carried out to extend these fixed mileages. This exacting maintenance system is shown to the best advantage in the light of the fleet's fuel-consumption average of 13 m.p.g.—this with 88-per-cent. double-decker mileage.

With the drop in traffic, the fleet, which stood at 264 vehicles in 1958, is being reduced to about 240. On last year's figures, it was composed of 171 double-deckers and 93 single-deckers. The chassis for these are: Leyland, 204; A.E.C., 29; Guy, 22; Leyland-Beadle, eight; Albion, one. For many years, apart from the Guys which were obtained during the war, the fleet was almost wholly Leyland. In fact, the eight Leyland-Beadle coaches are semi-chassisless types which were built in 1951 with running units from pre-war Leyland TD models.

A.E.C. vehicles have been introduced recently and have proved so satisfactory that an order for 20 Bridgemasters has been placed for delivery next year. The lone Albion chassis is a special one-man-operated Aberdonian single-decker based at Pocklington depot. Coachwork on

(*Continued on page* 637)

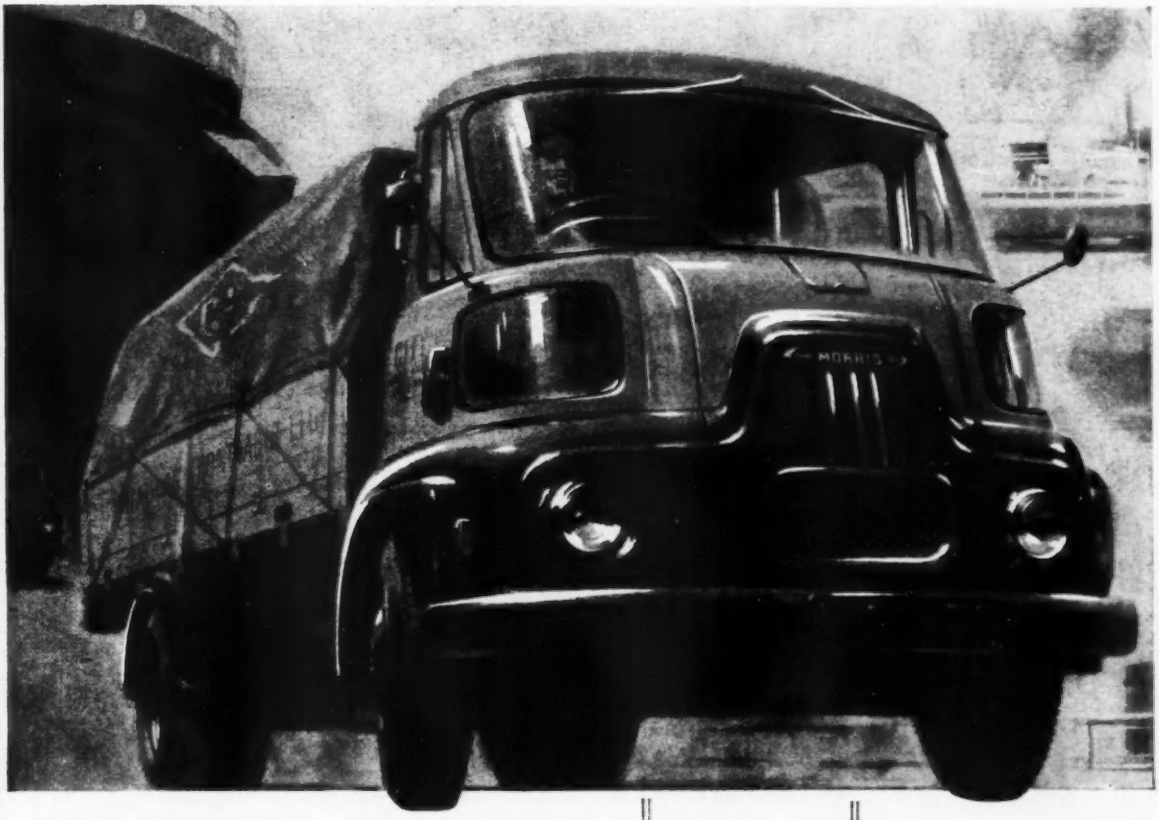


*The unusual roof construction of most East Yorkshire double-deckers is seen clearly in this picture of an A.E.C. at Burton Agnes. Vehicles of this make are a fairly recent addition to the fleet.* c26

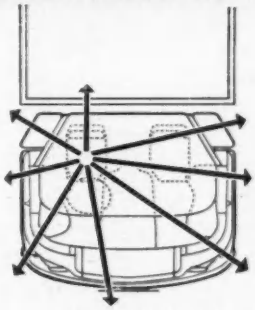
# MORRIS INTRODUCE ANGLE-PLANNING

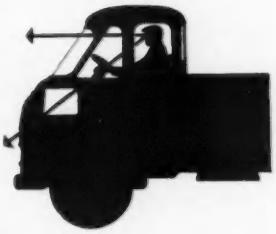
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### – PLUS NEW LOW PRICES*!




Quickest, safest-ever driver access... achieved by rear-hinged doors which *project only an inch or two beyond vehicle line when fully open.* All-round safety vision with optional floor lights simplifies manoeuvring, speeds up turn-round. Direct view instrument panel, practical lighting switch, four-way seat adjustment, twin exterior mirrors, twin link driven wipers, servo brakes... these and other technical features contribute to a new efficiency in driving. Additionally, the low load platform eases goods handling... instant access panels save time on servicing. And with all this you get choice of petrol or diesel power... staunch Morris service. Everything adding up to increased profits through lowered costs.





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MORRIS COMMERCIAL CARS LTD., ADDERLEY PARK, BIRMINGHAM 8.

*Overseas Business: Nuffield Exports Ltd., Oxford and 41-46 Piccadilly, W.1.*

M.C.39.

c27

# This is my life...

*says Mr. Tyresoles*



**1934**
Rock-a-bye, Baby! In '34
Nobody knows what lies in store
I'm just a brain-child, bright but untried
What do the mists of the future hide?



**1935-1938**
Little Boy Scout—now I'm getting around,
Building, expanding, breaking new ground
Taking the motoring world en-tyre
Remoulding it nearer to heart's desire.



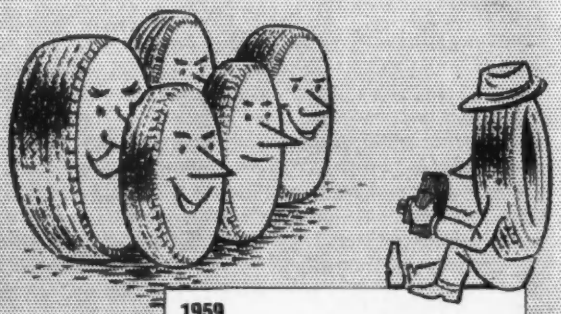
**1939-1945**
War is upon us! And off I go
Desert and battlefield, sun and snow
Servicing wheels with a sturdy tread
Keeping them fit for the miles ahead.

**TYRESOLES**

***Leaders in retreading for 25 years!.. and still leading.***



**1946**
Back into civvies—a sterling chap
Fighting inflation, the old dollar gap
Making the mileage grow more, not less
All with the blessing of M.O.S.



**1959**
Twenty-five years! I'm now in my prime
Young and still growing, mellowed with time
Here's to those years of expansion and drive
Family and friends—and the next twenty-five!



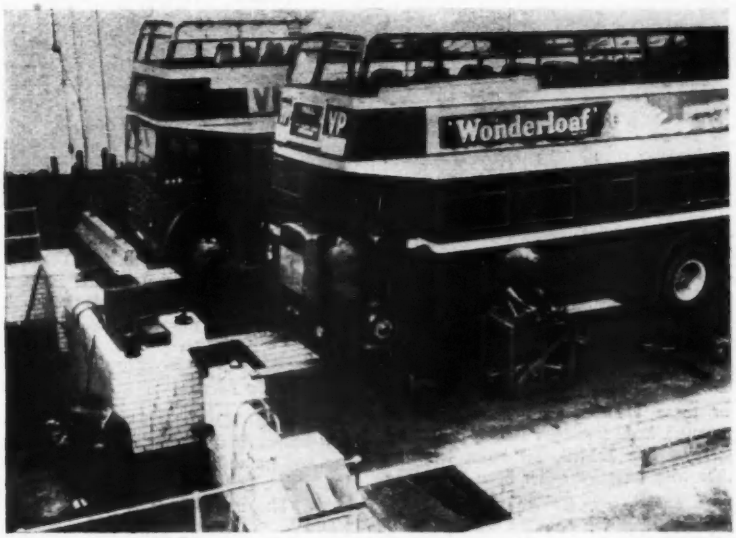
**1949**
Wee Willie Wyresoles now comes to town
Just like his pa—but claws in his crown!
L.R.J., Weathersoles, born without fuss
I'm a proud parent—TYRESOLES *PLUS!*

TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDLESEX. Telephone: WEMbley 1222 (10 lines)

c28

these vehicles is almost entirely by Roe (147 bodies), but others are Willowbrook 31, Brush 21, M.C.W. 16, Beadle eight, Burlingham seven, Park Royal seven, Harrington six, Barnaby six, Leyland six, E.C.W. three, Duple three and Windover three.

The high standard of maintenance work is evident from the beautifully painted and varnished fleet of primrose and blue vehicles. Not only are they some of the smartest in the country, but they are all of up-to-date construction. No pre-war vehicles exist in the fleet, and already many Leyland PS1 single-deckers, together with a few double-deckers bought in 1946-47, have been withdrawn. The Guy double-deckers purchased during the war have all been rebodied, with the result that there are few bodies in service which are over 12 years old.




*Maintenance for the entire fleet is centred on the engineering works at Anlaby Common. (Left) Illuminated pits lead into a sunken workshop for major overhauls. (Below) A comprehensive range of equipment is provided for the renovation of components.*



Like most other operators, East Yorkshire have been faced in recent years with many problems, but they have been affected more heavily than many other companies. Services were pruned to such an extent that five double-deckers could be taken out of service. The reduction in vehicle requirements caused all provisional orders for new vehicles to be cancelled for 1958-59. The area around Pocklington was the most affected, and route 56 between Pocklington and York via Stamford Bridge was withdrawn completely, the few journeys being incorporated by a local operator who ran over the route.

Higher operating costs and reduced loadings have resulted in several fares increases, which in all cases have met with stiff opposition from local authorities. Many cases went to appeal. Coupled with these problems has been the increased competition from the railways. Diesel trains have been introduced on a large scale in the area, and naturally the buses have lost some passengers.

But East Yorkshire have fought back to retain their traffic. Five-day unlimited travel tickets, available from Monday-Friday at a fare of 16s., were first introduced in June last year and have met with a certain amount of success. The tickets are available for travel anywhere on the company's services, except on service 10 (Hull-Leeds), services 25 and 26 (Leeds-Bridlington), and between Goole-Scarborough and Welham Bridge on service 27 between May and October.

Services in the Pocklington area are not covered because only once during the days on which the tickets are available is there a connection between there and the rest of the routes, except by services 10, 25 and 26 on which the tickets cannot be used.

Attractive excursions and tours have also done much to bring in additional revenue. Long-distance inclusive tours are operated to London and the Channel coast, Deeside and the Perthshire Highlands, the English Riviera and the Atlantic coast, Devon and the Isle of Wight. The fares range from £16 16s. for a five-day tour to £38 17s. for a 12-day tour to Royal Deeside.

For those who cannot afford such expensive holidays, East Yorkshire have introduced their home-based Star tours. For a total cost of £7 15s., day trips with all meals are offered from Hull to the Yorkshire Dales (Monday), Whitby and the moors (Tuesday), Chatsworth House and Derbyshire (Wednesday), Lastingham moors and Bridlington (Thursday), and York, Ingleton and Harrogate (Friday). Private-hire work is considered of prime importance to add to revenue, and determined efforts have been made to attract outings.

The success of any outing depends largely upon the provision of modern rolling stock, and the latest additions to the coach fleet have been five luxurious Harrington-bodied vehicles. These have only 35 seats, thus ensuring a high standard of comfort and, as a sales "gimmick," are named "Humber Star," "Dales Star," "Wold Star," "Buckrose Star" and "Hunsley Star."

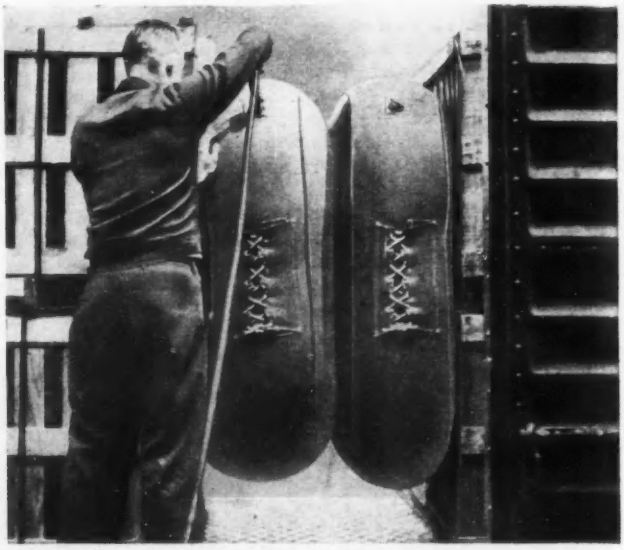
Although East Yorkshire have recently passed through a most difficult period, they view the future with confidence. They provide frequent services with a fleet of modern high-capacity vehicles, properly maintained and staffed by smart and helpful drivers and conductors. A visitor to the area cannot fail to be impressed and from Scarborough to Goole, the people of East Yorkshire know that they are served by one of the most enterprising of bus operators.

*New Equipment and Publications*

# Load Cushions

ALTHOUGH primarily intended for use in rail vans, Air-Blok inflatable cushions for load support and protection may be found useful by operators of road vehicles carrying fragile articles which are difficult to pack. The cushion, which is offered by the Firestone Tyre and Rubber Co., Ltd., Brentford, Middx, consists of a synthetic rubber bladder encased in a canvas cover.

In use the deflated cushion is placed between items in the load and is then inflated to form a protective barrier between the articles and clamp them against the side of the vehicle. The Air-Blok units are inflated normally from an air line. If they were used in a road vehicle it would be a simple matter to provide a tyre-inflation-type compressor. On vehicles with air-braking systems, air could be taken from the supply for the brakes.



*The Firestone Tyre and Rubber Co. offer these Air-Blok inflatable cushions for load support and protection They consist of synthetic rubber bladders protected by canvas covers.*

### *American Drills*

A RANGE of very compact Stanley electric drills manufactured in the U.S.A. is now available from Stanley Works (Great Britain), Ltd., Rutland Road, Sheffield, 8. The drills are known as the Mighty Midget 230 series. Five of them can accommodate ¼-in. bits for drilling steel and bits up to ½-in. diameter for working in wood and have no-load speeds ranging from 1,500 to 5,000 r.p.m. The other two drills can take steel bits up to ¾-in. diameter and 1-in. wood bits.

The smaller drills are only 8¼ in. long overall and weigh 3 lb. 2 oz., whilst the others are 8½ in. long and scale 3¼ lb. They cost £26 10s. 4d. and £32 2s. 10d. respectively.

Although they are relatively expensive, all drills in the Mighty Midget series are to heavy-duty specification and are rated for continuous work on, for example, production lines.

### *Overspray Removal*

BUILD-UP of overspray on the walls of painting booths is difficult to prevent even with the most careful application unless complete water curtaining is employed. Aerostyle, Ltd., Sunbeam Road, North Acton, London, N.W.10, offer a rubber-like liquid—known as Stripcoat—which can be sprayed or brushed on to sheet metal. It is applied to the sides of the booth in a coating slightly thicker than that of normal paint. When the booth is cleaned the Stripcoat coating is scraped up at one corner and can then be pulled off in one piece bringing the overspray paint with it. Stripcoat costs £1 12s. 6d. per gal.



*Stanley import the Mighty Midget 230 series electric drills from the U.S.A. They are designed for heavy-duty, continuous operation and are very compact.*

c30

### *Replacement Hubs*

OWNERS of early Ford 5-cwt. vans can now obtain replacement rear hubs for these vehicles from L.M.B. (Components), Ltd., 5 Albury Road, Guildford, Surrey. The L.M.B. kit comprises two hubs with oversize roller bearings, heavy inner sleeves and special oil seals. Fitment of the new components is said to restore worn axle ends without the need for stripping and to increase the track by 3 in. for increased stability. The hubs, which, it is claimed, can be fitted in one hour, cost £14 17s. 6d. per pair.

### *Headband Magnifier*

A HEADBAND-MOUNTED magnifying unit produced by The Ellis Optical Co., Mayday Road, Thornton Heath, Surrey, would be of use in fuel-injection equipment test shops and for similar jobs requiring close scrutiny. The magnifier has twin lenses giving 2¼ times magnification at a focal distance of about 8 in. The underside of the unit is open to give unrestricted downward vision and the magnifier costs £1 16s.

### *Fork-lift Attachments*

ADDITIONAL equipment offered by Matbro, Ltd., Horley, Surrey, for their Series III fork-lift truck allows it to be converted quickly to a timber truck, a mobile crane or a loading shovel. The 1-cu.-yd. shovel has built-in sleeves to accommodate the normal loading fork and two hooks which engage with the lifting carriage.

The two other versions utilize an additional hydraulically operated tilting jib attached to the top of the lifting carriage. For carrying timber and similar materials the original fork is retained to act as a bottom clamp for the load. With the fork removed and a hook attached to the upper jib the truck becomes a mobile crane capable of lifting 2,500 lb. to 20 ft. 6 in. on machines with a normal lift of 16 ft. All the additional equipment can be attached and removed in less than a minute.

### *Hydraulic Motor*

A SEVEN-CYLINDERED unit has been added to the range of hydraulic motors manufactured by Chamberlain Industries, Ltd., Argall Avenue, London, E.10. The new motor is known as the Staffa Mark V and is of radial configuration. The crankcase and cylinders of the motor are formed in a monobloc casting, each cylinder having a detachable head. The cylinders have 4-in. bores and 3-in. strokes.

At its normal working pressure of 2,000 p.s.i. the motor has a maximum torque output of 6,650 lb.-ft. which, for intermittent operation, can be increased to 10,000 lb.-ft. at 3,000 p.s.i. It operates within a speed range of 0-75 r.p.m. and has a claimed overall efficiency rating of 94.2 per cent.

### *Continuous Track*

FOR semi-permanent use Car-Shu, Ltd., Reddish, Stockport, Cheshire, manufacture sections of track capable of supporting the weight of a heavy commercial vehicle on soft ground. Each track section is 4 ft. long, 2 ft. wide and consists of a steel frame carrying a braced mesh panel. Prongs are fitted at the corners of each section to anchor it and the complete assembly is galvanized.

### *Data Book*

DETAILS of resins marketed under the name Cellobond by British Resin Products, Ltd., Devonshire House, Piccadilly, London, W.1, are contained in a booklet entitled "Cellobond Adhesives and Binder Resins." Adhesive, laminating, polyester, foundry, brake lining, polymer and rubber compounding resins are described.

# GET COSTS DOWN
# GET DODGE

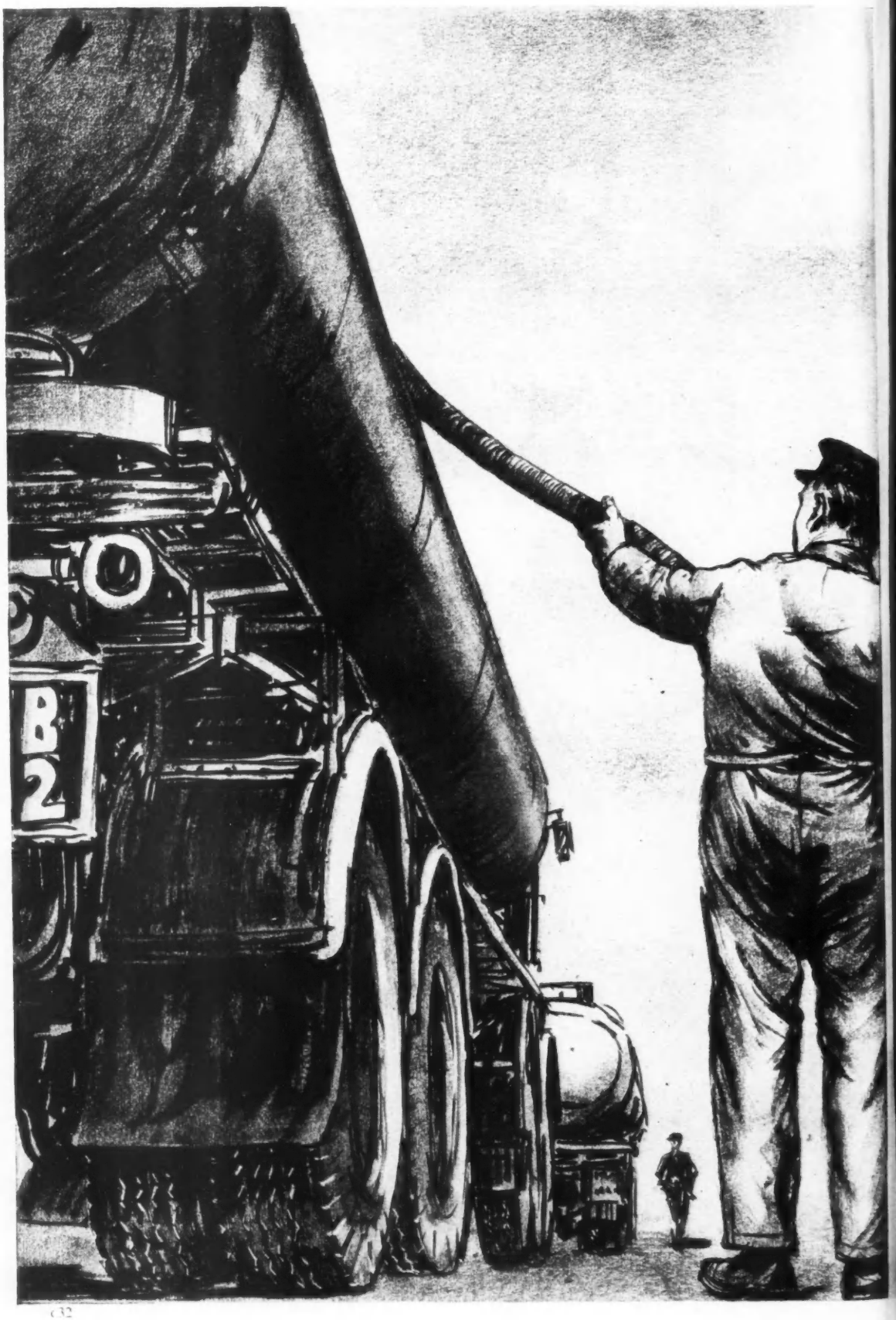
Dodge economy goes further than just more miles per gallon. Extra heavy duty components minimise the possibility of road failures, reduce maintenance costs and ensure a long life capacity for hard work. Its ton-mile performance enables a Dodge to achieve a double bonus—a saving in both time and money.



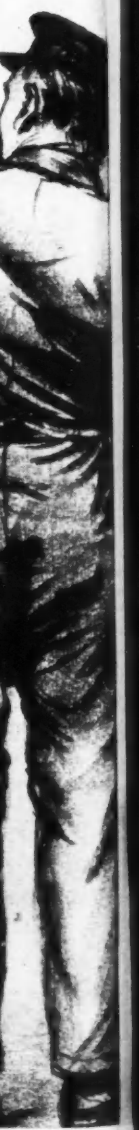

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MADE IN BRITAIN AND BUILT TO LAST BY DODGE BROTHERS (BRITAIN) LTD., KEW, SURREY. TELEPHONE: PROSPECT 3456 (12 LINES)

c31




632





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# Mileage

THE MORE YOU NEED

# DUNLOP

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Long runs with heavy loads over all sorts of roads — this surely calls for the outstanding reliability *and very long mileage* built into Dunlop Giants. Every Dunlop tyre is individually built to give you long, dependable mileage whatever the conditions. There is, moreover, a Dunlop Giant specially designed for *your* particular needs.




C33

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c34

*Political Commentary* *By JANUS*

# No Proof

WHEN he spoke to members of the Road Haulage Association a few days after his appointment as Minister of Transport, Mr. Ernest Marples promised that he would give plenty of opportunity for experiments, particularly with the problem of road congestion. One experiment—and Mr. Marples himself has described it as such—has already been launched. It prohibits parking during the Christmas season at unauthorized places anywhere within the so-called pink zone in the West End of London. It also extends the existing arrangements for restricting the loading and unloading of goods vehicles in the same area.

First reports are that traffic is flowing more freely than is usual at this time of the year, and that not many traders have complained because of delays in the delivery of goods. If opinions remain the same up to the end of the Christmas traffic scheme, which will be no later than January 16, the Minister and the authorities will pronounce the experiment a success. They will be certain to repeat it next year. They will use it as an argument and as a pattern for similar arrangements at other times of the year, and in other districts and towns.

All this is clear from the Minister's statement introducing the scheme. Road users, and especially commercial-vehicle operators, should therefore examine the course of events carefully, and be ready with suggestions and criticisms if they find genuine cause for them. The existing situation in Central London has forced the Government to take action, and Mr. Marples has had the courage to put his plan firmly into effect. As a politician, he has also put the best face upon things, and by choosing his words carefully has almost made a virtue of necessity. The public are still entitled to query whether his description is completely accurate.

### Pure and Applied

Experiments, like mathematics, may be divided into two main types, the pure and the applied. The pure experiment is conducted in the laboratory or on the proving ground, and only the materials actually used are affected. Whether the result is followed up depends entirely upon whether it reveals success or failure. The other kind of experiment takes place in the world outside. Superficially, this kind also appears to be judged by results. These are usually difficult to express in a precise form, and the difficulty is further increased when several people have a direct interest in a verdict one way or the other.

The pink-zone scheme may appear to fall into the second category. Mr. Marples has not exactly staked his reputation on it, nor would he be disgraced if it did not come fully up to expectations. Its success would undoubtedly be much more pleasant for him. He would be the last man to claim the whole of the credit, but a good deal of it will be attributed to him whatever he may say to divert it. His official advisers, and the representatives who have been consulted among the interests involved, are equally anxious for the welfare of something which they have had a hand in shaping, or to which they have given their blessing.

When for the best of motives all the people concerned wish a plan to succeed, they will not see a flaw unless it is forced upon their notice. The reports put before them for examination will be capable of more than one interpretation, and in the circumstances nobody could be blamed for choosing the most favourable. The pink zone may easily come to have a permanent place in the road vocabulary, like the parking meter and the Belisha beacon.

My reference to the Minister's official advisers is intended to differentiate them from the rest of the 50m. advisers of whom he has recently spoken. Some of these at least may have doubts about the scheme for Christmas traffic. They may at the same time be disinclined to grumble when the arrangements, as the season proceeds, seem to be ensuring the greatest happiness for the greatest number. It might clarify the situation for them if they realized that what is happening is not so much an experiment as an expedient.

An experiment of whatever type is supposed to prove something, and the pink-zone plan proves nothing. It does not prove that the traffic situation in London during the Christmas rush requires drastic treatment; that was already known. There is no need to demonstrate that congestion will be reduced if cars are not allowed to park, and if vans and lorries are kept away for the greater part of the time that the shops are open.

### All Traffic Excluded

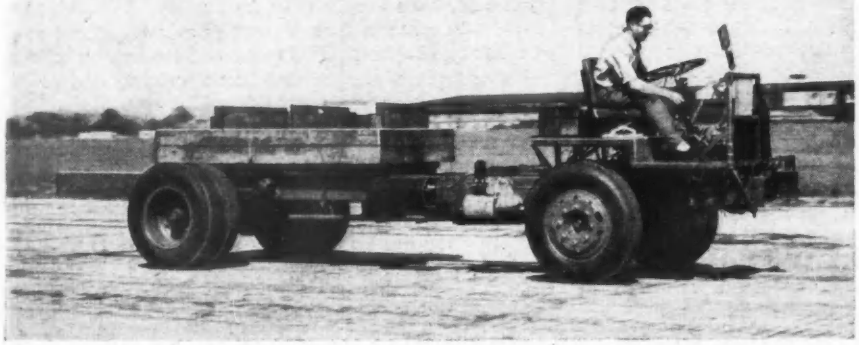
The scheme cannot go much further, unless practically all traffic is excluded from the pink zone, in which case there should be no congestion at all. There might have been an opportunity to test whether the ban on car parking achieved a satisfactory result by itself, without interfering with commercial vehicles. Perhaps there were good reasons for not taking the opportunity, but they still do not justify calling the measures finally adopted an experiment.

Apart from relieving congestion, the purpose of the scheme has not been precisely defined. The shopping public seem to thrive on crowds and congestion, and probably have no strong feelings about the scheme one way or the other. Those among them who would normally come to town by car are now using public transport, a good many of them at the peak period in the evening. Through traffic is likely to derive some benefit from the restrictions or the outright ban on waiting vehicles. It might have been effective to divert the traveller from the main shopping streets.

At least the motorists have their parking sites, although apparently not all of them are being used to anything like full capacity. The goods-vehicle driver misguided enough to arrive while the ban is in operation has nowhere to go. It is not a complete answer to say that he should have provided for this. Where the destination is at the end of a long journey, the driver may not find it easy to estimate the time of arrival. The public can and do get to town without their cars. The goods they buy can reach the shops only by road transport.

The scheme cuts down the use of transport both by the general public and the traders, so that it can hardly be said to help them in the full sense of the word. It has not solved the problem of congestion. The authorities may have to adopt similar methods time and again in the future. Each time this happens, road users should be on their guard against taking restrictions for granted. They may find it necessary to consult each other more frequently. At present, each organization and interest, when their opinions are sought, are asked separately and submit separate replies.

# FAST, SMOOTH, AUTOMATIC



*Acceleration, braking and top-speed tests were conducted on the Gloucester and Cheltenham airport. This picture, taken at speed, emphasizes the clean lines of the chassis and the set-back front axle.*

By
**John F. Moon,**
**A.M.I.R.T.E.**

AMPLE power for rapid acceleration and a high maximum speed are essential for a fire appliance. If these can be obtained with the least effort by the driver, so much the better. In this type of vehicle a fully automatic gearbox really comes into its own.

The latest fire-appliance chassis to adopt such transmission is the Douglas FT 42, a description of which was published in *The Commercial Motor* dated August 28. It has a Rolls-Royce eight-cylindered petrol engine producing 195 b.h.p. without excessively high fuel consumption. This makes for a smooth, fast lightweight chassis which is particularly easy to drive, and, because of its straightforward layout, is simple to adapt for the peculiar needs of various fire services throughout the world.

### Top Speed Over 60 m.p.h.

An exclusive road test of this first Douglas 4 x 2 fire-appliance chassis showed its ability to reach 50 m.p.h. from a standstill in 33.5 sec., a top speed in excess of 60 m.p.h., and an average fuel-consumption rate of 7.3 m.p.g. when driven over a difficult winding route at an average speed of 34.5 m.p.h.

Braking was found to be well up to the standard of performance. Although the figures quoted in the data panel from 30 m.p.h. are not spectacular for a vehicle running at the weight of the test chassis, the brakes proved to be highly effective from 60 m.p.h. This is a characteristic often found among high-performance sports cars. Their brakes are not necessarily good at low speeds but are first class higher up the speed range.

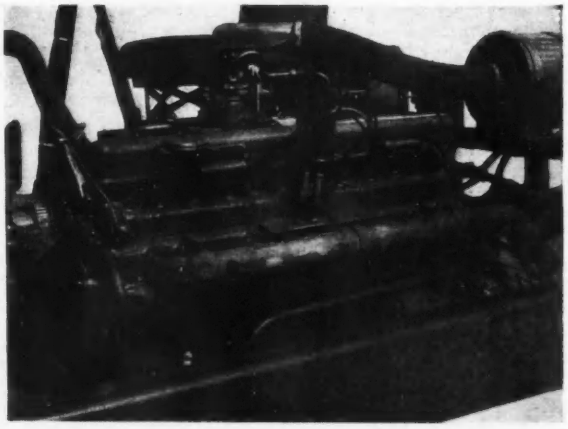
The chassis layout follows conventional lines, but overall simplicity is commendable. This is typical of Douglas. Their designers invariably aim to make use of a standard channel-section side-member pressing, which has a constant depth of 9 in. for most of the lighter chassis. This not only facilitates the production of chassis built to special order, but also

*First Douglas 4 x 2 Fire-appliance Chassis has Rolls-Royce Petrol Engine and Automatic Gearbox : Effortless High-speed Driving*

allows the use of standard cross-members on different types of vehicle.

The drive layout is somewhat unconventional but, nevertheless, in no way complex. The engine and gearbox are unit-mounted, and behind the gearbox there is a double Layrub rubber coupling assembly which incorporates a spacing plate. This feeds the drive into a Douglas power take-off drive box on which is mounted the power drive for the water pump.

This box does not incorporate any transmission gearing and is merely intended to lift the power take-off driving flange above the level of the chassis frame.



*The Rolls-Royce B 81 eight-cylindered petrol engine has dual ignition and fuel-lift systems. A Purolator paper-element air cleaner is fitted.*

From the back of this drive box a conventional two-piece propeller shaft drives into the Douglas spiral-bevel rear axle.

As offered to me for test, the FT 42 chassis had an unladen kerb weight of 2 tons 12¼ cwt., and a box of test weights totalling 4 tons 5¾ cwt. had been added so that, with myself aboard, the tests were carried out at the gross weight of 7 tons 0¼ cwt. This is some 1½ tons less than the maximum recommended gross vehicle weight for this chassis, but it is always difficult to tell exactly at what weight a fire-appliance chassis will be operated until it is placed in actual service.

Braking and acceleration tests were carried out on one of the main runways of Gloucester and Cheltenham airport, allowing me to take acceleration figures up to 50 m.p.h. without causing annoyance on public roads. I would like to have taken figures up to 60 m.p.h., but it was possible to reach this speed in only one direction, and any acceleration figures quoted are always the average of results achieved when running each way.

Study of the acceleration figures quoted reveals particularly good characteristics between 30-50 m.p.h., and this is the speed range over which a fire appliance needs to be nippy in order to cleave a path through congested town traffic.

The chassis had covered only a few miles before I started to test it and, therefore, the brake linings were not bedded in. The stopping distances recorded from 20 m.p.h. and 30 m.p.h. are quite fair in view of the conditions, and when braking from 30 m.p.h. both the rear wheels and the near-side front wheel locked for much of the distance. This would partly be because of the uneven surface of the runway. The hand brake was good, giving 33 per cent. from 20 m.p.h.

To make an accurate check on the maximum speed, permission was obtained to make a run down another runway which was longer than the one I had used for the braking and acceleration tests, but which was in occasional use by aircraft. To check the speed, the Douglas was paced by my own car, the speedometer of which has been calibrated.

Unfortunately, the brakes on the Douglas proved to be better than those on my car, with the result that I was able to continue accelerating the Douglas to a point much nearer the end of the runway than the driver of my car was able. However, the speedometer of my car registered 60 m.p.h. when the driver had to brake, so it was obvious that by the time I braked my speed was higher.

For a fuel-consumption check I elected to take in a certain amount of town running and then a stretch of fairly open road. The outward run was started in the centre of Cheltenham, whence the A435 was taken in the Evesham direction. A distance of nine miles was covered along this road at an average speed of 34.7 m.p.h., and the test tank showed that 9¼ pt. of fuel had been used, indicating a consumption rate of 7.39 m.p.g.

The chassis was then turned towards Cheltenham, this leg being covered at an average speed of 34.3 m.p.h. and a consumption rate of 7.2 m.p.g. Wherever possible on the open road I was driving at about 40 m.p.h., but at times I had to take the speed up to 50 m.p.h. when overtaking other traffic, a hazardous business at any time on this narrow undulating highway.

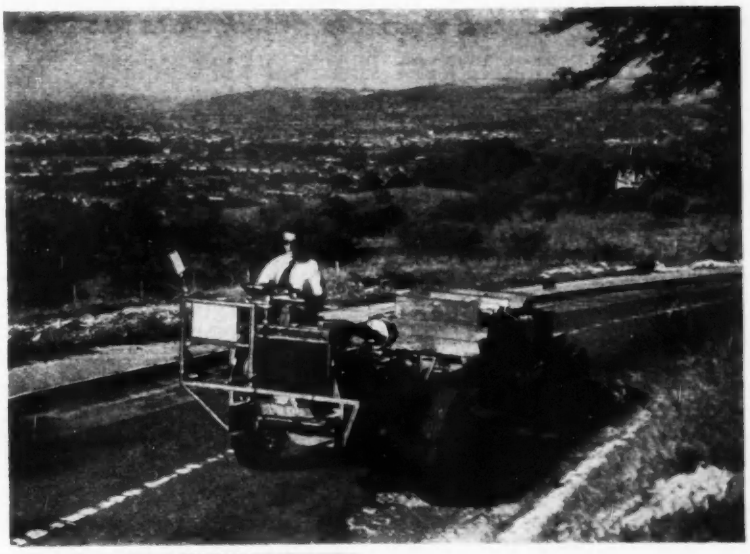
I consider the average fuel-consumption figure obtained on the two runs to be quite satisfactory for a vehicle of this type, particularly as fuel costs are not a big item for the majority of fire brigades and are secondary to speed and efficiency.

For a gradient-performance trial I took the chassis up Leckhampton Hill, where the road rises some 330 ft. over a distance of a mile, giving an average gradient of approximately 1 in 16. The climb was made in an ambient temperature of 80° F. and the 4-min. ascent produced an engine-coolant temperature rise of only 8° F., the final temperature being 190° F.

Unfortunately, the settings in the gearbox, which govern the speed at which changes are made, seemed to be somewhat awry, with the result that the third ratio was being held down to 5 m.p.h. before a change was made into second ratio.

This was far too low a road speed for third gear, but there was little I could do about it as, although there is a manual over-riding control for this gearbox, it was not connected on the test chassis, as the control quadrant was to be installed by the bodybuilders. Had the box been working correctly, the time of ascent would have been reduced by at least a minute.

To check for fade resistance I managed to juggle the temporary manual-control lever into neutral and coasted the chassis down the hill, using the foot brake to keep the speed down to about 20 m.p.h. At the bottom of the hill an emergency stop from 20 m.p.h. produced a Tapley meter figure of 50 per cent., indicating a reduction in the efficiency through fade of about 20 per cent., which is a reasonable enough drop in view of the unbedded condition of the linings.





*(Above) The ascent of the mile-long Leckhampton Hill was spoilt by an incorrect gear-change setting in the Rolls-Royce gearbox which caused downward changes from third gear to be delayed. Engine power was ample.*

*(Left) Acceleration tests showed the ability to reach 50 m.p.h. from a standstill in 33.5 sec., 40 m.p.h. being attained in only 19.5 sec. A paced maximum-speed run indicated a true top speed of over 60 m.p.h.*

c37

## ROAD TEST No. 676/M135—DOUGLAS FIRE-APPLIANCE CHASSIS

MODEL: Douglas FT 42 13-ft.-wheelbase forward-control fire-appliance chassis with Rolls-Royce petrol engine and automatic gearbox.

WEIGHTS:

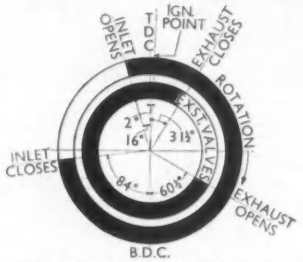
| | Tons | cwt. | qr. |
|---|---|---|---|
| Unladen chassis (kerb weight) | 2 | 12 | 2 |
| Test load .. .. .. .. | 4 | 5 | 3 |
| Driver, etc. .. .. .. | | 2 | 0 |
| | 7 | 0 | 1 |

DISTRIBUTION:

| | | | |
|---|---|---|---|
| Front axle .. .. .. | 2 | 10 | 3 |
| Rear axle .. .. .. .. | 4 | 9 | 2 |

ENGINE: Rolls-Royce B 81 Mk. 50S eight-cylindered petrol engine with overhead inlet and side exhaust valves; bore 95.3 mm. (3.75 in.); stroke 114.3 mm. (4.5 in.); piston-swept volume 6,522 litres (398 cu. in.); maximum gross output 195 b.h.p. at 3,750 r.p.m.; R.A.C. rating 45.2 h.p.; maximum gross torque 330 lb.-ft. at 2,300 r.p.m.

TRANSMISSION: Through hydraulic coupling to Rolls-Royce four-speed automatic gearbox, thence by two-piece propeller shaft to the fully floating spiral-bevel rear axle.

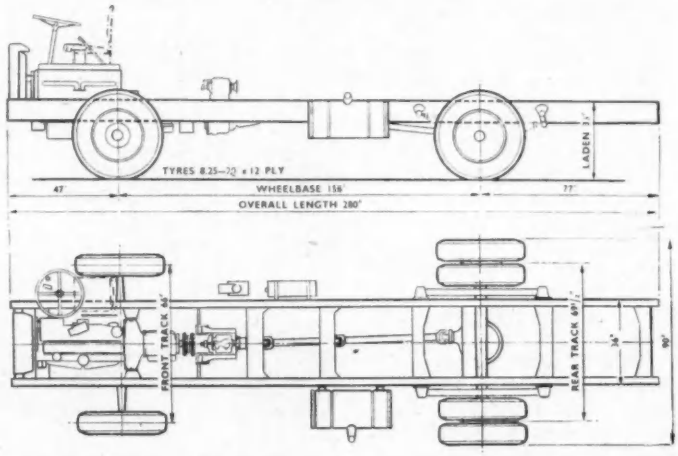



FIRING ORDER 1·6·2·5·8·3·7·4

VALVE CLEARANCES

| INLET | EXHAUST |
|---|---|
| 0·010" | 0·015" |

COMPRESSION RATIO 6·4:1




GEAR RATIOS: 3.82, 2.63, 1.45 and 1 to 1 forward; reverse 4.3 to 1; rear-axle ratio 6.57 to 1.

BRAKES: Girling hydraulic system, with two-leading-shoe units at front wheels and leading-and-trailing-shoe units at rear wheels, and Clayton Dewandre vacuum servo. Single-pull hand brake linked mechanically to rear wheels only. Diameter of drums, front, 16 in., rear, 15.25 in.; width of linings, front, 3 in., rear, 5 in.; total frictional area 482 sq. in., that is 68.2 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel channel section, with six pressed-steel cross-members bolted in position.

STEERING: Marles cam and double roller.

SUSPENSION: Semi-elliptic springs, with telescopic dampers at front axle and lever-type dampers at rear axle.

ELECTRICAL: 12v. compensated-voltage-control system with 185-amp.-hr. battery.

FUEL CONSUMPTION: 7.3 m.p.g. at 34.5 m.p.h. average speed, that is 51.7 gross ton-m.p.g. as tested, giving a time-load-mileage factor of 1,784.

TANK CAPACITY: 30 gal., range approximately 220 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 5.5 sec.; 0-30 m.p.h., 9.5 sec.; 0-40 m.p.h., 19.5 sec.; 0-50 m.p.h., 33.5 sec.

BRAKING: From 20 m.p.h., 31 ft. (13.9 ft. per sec. per sec.); from 30 m.p.h., 60 ft. (16.2 ft. per sec. per sec.).

WEIGHT RATIO: 1.38 b.h.p. per cwt. gross weight as tested.

TURNING CIRCLES: 61 ft. left lock, 59 ft. right lock.

MAKERS: Douglas Equipment, Ltd., Cheltenham, Glos.

I then returned the chassis up the hill to the steepest section where the gradient meter registered 1 in 8¼. On stopping the chassis I applied the hand brake and found it to hold the chassis easily, following which a smooth re-start was made with "automatic" engaged, the box changing without a trace of shudder from bottom into second and then up into third.

As becomes a high-speed chassis, the Douglas handled particularly well at speeds over 40 m.p.h. Even over the somewhat rough surface of the airport I was able to retain my seat reasonably comfortably, whilst on normal roads the ride left nothing to be desired.

There was a marked absence of roll when cornering quickly, which suggests a degree of stability to allow the mounting of equipment which might cause the centre of gravity of the complete vehicle to be rather high.

The steering matched the suspension admirably. At no time was excessive effort required on the steering wheel, whilst at normal speeds there was a good degree of caster action which made for confident negotiation of corners. The normal braking effect was entirely adequate.

All in all, this is a highly satisfactory design. From the purchaser's angle the chassis has the advantage of containing a large number of standard Douglas components, excluding, of course, the Rolls-Royce engine and gearbox, and this should help to bring the initial price down to within range of that of quantity-produced chassis comparable in capacity.

# *Lessons from Transport History*

THE very fact that history does not repeat itself, for circumstances, personalities and the spirit of the times are all normally different, is an excellent reason why the practical man of transport should study events of the past. There are always lessons to be learned and applied today.

Mr. R. M. Robbins, secretary and chief public relations officer of London Transport, enlarged on this theme in a paper presented to the Metropolitan Section of the Institute of Transport on Monday. Although the successive stages of technical evolution provided much matter for study, of at least equal importance to the student was the motive behind the origin and progress of different transport agencies. Motive was to be found in the thoughts and decisions of men and it was here that intense interest and permanent relevance lay.

Some three years ago, Mr. Robbins addressed the Institute on road passenger transport in London. In the present paper, he took as his text the remarkable relationship between the railways, public and government in the last 20 years of the 19th century.

The trouble at the time was the scale of rates and fares. There was the Select Committee of 1882 which proposed that the Railway and Canal Commission should be strengthened, there was the creation of the Railway Companies' Association, the Act of 1888 which demanded that the railways should produce a revised schedule of maximum charges which rapidly became working rates, and Parliament's somewhat savage reply in the Act of 1894, pegging the rates at 1892 levels.

The events outlined by Mr. Robbins threw light on the tensions prevailing at the time between the providers and users of transport and the government. The general attitude of all three parties was not vastly different today, he said, and, for that reason alone, a study of the history of that period could be rewarding if the differences were acknowledged.

*Operators report on* ***3·T NYLON GIANTS—2***



# "78,000 TROUBLE-FREE MILES... INTEND TO FIT THEM 100%"

*says Mr. N. Sykes of Alfred Sykes & Sons, Camblesforth, Yorks.*



Facts count in tyre performance, and Mr. Sykes has proved that 3·T Nylon Giants mean more trouble-free miles. He fitted them to one of his Albion Chieftain vehicles doing various types of work, including delivery of goods down rough farm roads, building sites and to the new London-Birmingham motorway, and his total mileage figures rose from 64,000 to 78,000 miles.

"*We are sure they would have done another 10,000 miles,*" he writes, "*but as they were going for a remould we would not wear them too far. As long as we get this excellent trouble-free mileage from Goodyear Nylon tyres it is our intention to fit them 100%. May we also add that we have never had a burst with a Goodyear tyre.*"

Goodyear 3·T Nylon Giants have been built to increase reliability and save money on the toughest jobs on the road today. Built with triple-tough 3·T Nylon cord, they resist flexing, heat, shock, fatigue and moisture seepage.

Put them to work on your own trucks now — you'll find they will break all your mileage records and eliminate road delays.

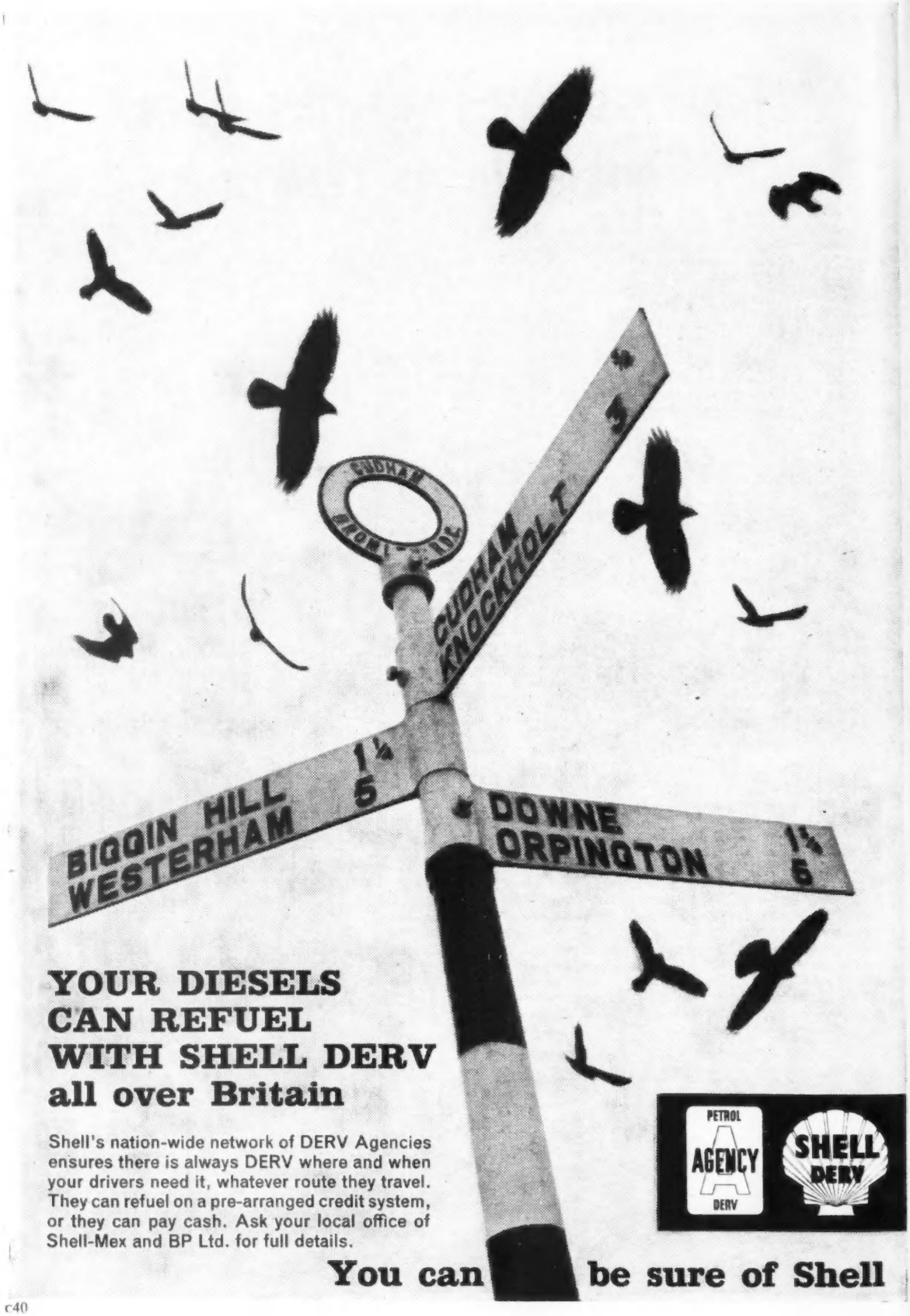



**3·T NYLON GIANTS** *by*

# GOODYEAR

THE WORLD OVER, MORE TONS ARE HAULED ON GOODYEAR TYRES THAN ON ANY OTHER MAKE

c39




**YOUR DIESELS CAN REFUEL WITH SHELL DERV all over Britain**

Shell's nation-wide network of DERV Agencies ensures there is always DERV where and when your drivers need it, whatever route they travel. They can refuel on a pre-arranged credit system, or they can pay cash. Ask your local office of Shell-Mex and BP Ltd. for full details.

PETROL AGENCY DERV

SHELL DERV

**You can be sure of Shell**

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hell

*Significant Licensing Cases*

# Bristow Case Is A Warning

*By G. Duncan Jewell*

**IT has been said in some quarters that the case of C. Bristow, Ltd., shows that the Transport Tribunal and the Licensing Authorities are trying to exercise over-rigid control, and provides additional evidence of the need for an inquiry into the haulage licensing system.**

On the other hand, many hauliers see this case and that of Bulk Liquid Transport, Ltd., as a warning which will tip the scales in favour of those who have abided by the rules of a system which, whatever its demerits, has worked and is working reasonably well.

Another point raised is whether the removal of 47 vehicles from Metropolitan licences will seriously upset the balance of transport in the area. It is suggested that other operators would get into serious difficulties if they attempted to cater for the traffic, because of "the distorted and extravagant interpretation now accepted of the legal provisions about normal user."

What has been overlooked is that any operator who is called upon to undertake fresh work, and can prove a need, will have little or no difficulty in obtaining a new licence, with the requisite normal user, if he makes his application as soon as the new traffic calls for it.

Applications of this sort have already been granted up and down the country, and much of the difficulty that has arisen over the interpretation of normal user is either through ignorance on the part of the haulier or because he was not prepared to take the trouble to keep his licence in order.

Many failed to realize that licensing was one of the most important sides of their business, and erred through not taking proper legal advice.

### Transport Gap

On the question of whether the loss of these 47 vehicles will cause a transport gap in the area, the sequel will prove of great interest to the industry generally. Many operators believe that there is a surplus of vehicles because of the many grants involving conversions from contract-A or C-hire to A and B licences. It is argued that existing fleets could absorb an increase of up to 10 per cent. in general traffic in most areas.

There are certain aspects of licensing which merit inquiry, but unless some form of control is exercised through normal user the Licensing Authorities' job of equating supply and demand would become impossible. Any relaxation on curbs on irregularity must do more harm than good.

## Smoke Signals

*The General Election result has given the green light to many hauliers' expansion plans, and there is more business in nearly every Traffic Area. Pressure is so great in the North West that three Licensing Authorities or Deputies from other parts—Mr. C. R. Hodgson, East Midlands, Mr. C. J. MacDonald, Metropolitan, and Mr. L. H. Shelton, Eastern—have been assisting by presiding over inquiries.*

*Many agreements concerning the use of contract-A licences have no safeguard that vehicles will be economically employed. This has come to light since the Transport Tribunal's ruling that contracts must be produced when applicants seek the transfer of vehicles from contract-A to B licences. Although reputable concerns give proper contracts, others require investigation.*

*A chemist in Hazel Grove, Cheshire, received a consignment consisting of four packages sent by rail from Aldershot by three different van deliveries of one package per day, with the fourth arriving another. A month earlier, a consignment of six parcels came in as many trips.*

## *B.R.S. Worst "Base" Offenders*

THE Transport Tribunal's ruling, in the Bradbury appeal, that a haulier need not carry goods from and to the place which he names as his permanent base, kills a British Transport Commission submission which, if it had been upheld, would not only have hampered the work of many hauliers, but might have rebounded on themselves.

The contention by the B.T.C. was that "as none of the goods to be carried was to be loaded at or near the base stated on the licence, it could not be the place from which it was intended that the authorized vehicles would normally be used." This was described by the Tribunal as "startling."

There appears to be a variance between the attitude to licensing of the British Transport Commission's legal department and that of the operating staff of British Road Services. Recent applications have shown that B.R.S. are the biggest offenders when it comes to irregular use of vehicles away from their bases.

In their recent application to the Eastern Licensing Authority (which is part-heard) to switch 45 vehicles and a number of trailers from Northampton, in the East Midland Traffic Area, to Bedford, B.R.S. representatives admitted that 12 Northampton vehicles and 20 drivers had been operating from Bedford nearly 12 months in advance of the application.

Nine of the vehicles involved in the application were originally based in the West Midlands. They had been delicensed and transferred to Northampton on grounds of "need." Evidence offered in support of the application was that the majority of the work the vehicles were engaged upon originated near to Bedford.

Again, in the North West, when B.R.S. sought a new A licence to base 17 vehicles at Sandbach, it was admitted that since 1956 the vehicles had been operating from bases different from those specified on the licences without any information to the Licensing Authority. It had been the intention to close Sandbach depot, and eight vehicles—then part of the Mid-Cheshire Group—had been dispersed.

### 16 Vehicles Allowed

In essence, the application was to operate the same number of vehicles from Sandbach as was used originally from three Mid-Cheshire bases, and delete them from licences with bases at Liverpool, Warrington, St. Helens, Chester and Hindley. Mr. F. Williamson, North Western Licensing Authority, granted a licence for 16 vehicles only, refusing one which had not been in use since February, 1959.

In the Sandbach case, the change of base does not effect any alteration in the work of the vehicles concerned, but at Bedford, despite the applicants' protestations to the contrary, 52 independent objectors claim that a grant will have serious repercussions.

The "big brother" attitude adopted on occasion by both B.R.S. and the railways has an unfortunate effect, and private hauliers would have more faith in the genuineness of their submissions on matters of principle if they put their own house in order.

Under the present procedure, it sometimes appears that even their own advocates are not given a complete picture of what has been going on, as is illustrated by certain cases where dubious points have been brought to light by the objectors' cross-examination of divisional witnesses.

A countrywide organization, such as is at the disposal of nationalized transport, gives many opportunities to intensify competition by switching vehicles as considered necessary, particularly when delicensed vehicles can be called upon as and when required.

The self-imposed role of the B.T.C. as watchdog of the licensing system does not go well with dubious practices, but one thing which can be said in their favour is that in both these cases, and in a previous one in South Wales, the matters were

brought to light by B.R.S. in an effort to put things right.

There may well be good grounds for many of the vehicle movements, but B.R.S. have developed a habit of anticipating the result of applications and acting as Licensing Authority.

## *Surplus of Tonnage ?*

WHATEVER the ethics of the matter, and leaving aside the question of "statements of intention," the gap in the law which allows conversion of vehicles to different types and greater weights, after registration at a specified figure for the grant of a special-A licence, must have resulted in a surplus of tonnage above that which it was intended should return to the general pool of transport.

Recent disclosures in Yorkshire show that this type of transaction is by no means confined to the Northern Area, and alterations of vehicles from "flats" to heavy tippers, tankers, and other specialized types has proceeded merrily.

It appears that a regular procedure has grown up in these matters by which dealers keep within the letter of the law, and hauliers have been advised that during the currency of the special-A licences they were free to make what alterations to vehicles they chose.

The method adopted in Yorkshire was to purchase special-A licences of the highest tonnages available, obtain new chassis which, with platforms, could be weighed and licensed within the weights specified, and then replace the platforms with tank or tipping bodies. The next moves were to re-register with the Local Taxation Office and pay the higher duty, at the same time keeping the Licensing Authority informed at each stage.

No question of additional axles was involved. It was pointed out that all were heavy vehicles with a gross weight of 24 tons, and that additional unladen weight meant less carrying capacity.

While from the dealers' point of view there seems no doubt that these transactions are legal, no information has ever been forthcoming as to what was likely to happen when such special-A licences came up for renewal.

There has been strong and sustained objection from established tanker and other specialist operators to grants of public-A licences to perpetuate entries into these fields by back-door methods, and the first appeal against such a grant (to Bulk Liquid Transport, Ltd., in the North West) has not yet reached the Tribunal.

Whatever advice has been given, the fact remains that every operator concerned in such conversions has signed a declaration of intention to use a vehicle of the type and weight specified on the special-A licence. An interesting point in this connection is that when any substitution has been made after conversions, the original weight has been shown on the application forms.

It can hardly be said that an operator was unable to fulfil his intention when he knew at the time it was made that a vehicle of specified type was not going to be used. The views of the Tribunal on this question are anxiously awaited.


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## *Grasping the Nettle*

A RULING has been made by Mr. J. A. T. Hanlon, Northern Licensing Authority, that because of "certain difficulties" which have arisen in the Northern Area the weights of all trailers shall be specified on A licences.

This position is interesting because, following a submission by Mr. T. H. Campbell Wardlaw, on behalf of Joseph Elliott and Co., Bishop Auckland, that the law did not require it to be specified, and to do so would strike a serious blow at trailer operators, Mr. Hanlon replied that he would not grant a licence for a trailer without knowing its weight until the Transport Tribunal required it.

Mr. Wardlaw said the law contained adequate safeguards regulating the maximum numbers and types of trailer, and the capacity of a trailer depended upon the power of its prime mover. It was accepted that trailers were freely interchangeable, and there was nothing to prevent an operator who applied for a trailer at a certain weight from altering it without notifying the Authority.

The spotlight is turned here on another weakness in the law whereby an articulated vehicle is regarded as one vehicle for taxation purposes but as a tractor and trailer for the purpose of licensing. If an articulated unit were licensed as one vehicle, it need not prevent interchangeability among semi-trailers, but would avoid the present unsatisfactory situation where an operator can acquire a small semi-trailer and exchange it at will for any other type.

Whatever the outcome, nothing but good can come from ventilating weaknesses in the law which are allowing back-door entrance into specialized fields. Mr. Hanlon is to be congratulated on the way he grasps the nettle in the interests of the industry generally.

## *Return Loads on Normal User ?*

NOT everyone agrees with the Tribunal's pronouncements that return loads need not be specified in normal user. Many hauliers realize that an operator with regular outward traffic to a particular area can afford to offer cut rates for return loads, thus abstracting outward traffic from those based there.

A recent application at Caernarvon, in the North West, illustrates the point. Mr. J. Parry, Glan Conway, sought to add an articulated unit to his A licence to carry slate tiles from North Wales to Lancashire. Because of economic conditions, the quarry rates were low, and it was stated that it was essential that the applicant should be able to carry feeding stuffs back from Liverpool if he were to make the traffic pay.

The B.T.C. objected on the ground that they were substantial carriers of feeding stuffs into North Wales and a grant must abstract from them. For the applicant it was submitted that as the B.T.C. had always insisted that return loads should not be included in normal user, their objection could apply only to the tiles which were the outward traffic.

The decision of Mr. L. H. Shelton,




*Six rigid vehicles were employed by Oswald Transport, Ltd., St. Albans, when anequivalent number of big Weatherill shovels was carried 460 miles from Welwyn Garden City to Aberdeen. The operators, who also have a base at Ayr, frequently deliver such machines over long distances. A.E.C. and Albion vehicles may be seen in this picture. The shovels were ordered by Aberdeenshire County Council.*

acting North Western Deputy Licensing Authority, was to refuse because existing facilities were adequate for the outward traffic.

It is interesting to speculate whether the B.T.C. would have appealed, if there had been a grant, because feeding-stuffs traffic would be abstracted.

## PASSENGER

### *Co-operation, or Prohibition ?*

**QUESTIONS of convenience for holidaymakers, on whom the town depends for its livelihood, were argued at Morecambe earlier this month when the corporation and Ribble Motor Services, Ltd., clashed on a matter of principle.**

Ribble, who acquired excursion licences in the town for the first time in 1958 when they took over licences held by Florence Motors (Morecambe), Ltd., Kia-Ora Motors, and F. Binns, Ltd., sought to pick-up and set down on the highway in Clarence Street, instead of on private land as specified in the licence. This land was no longer available.

In reply to the corporation's contention that, as the highway authority they had always set their face against excursion coach points on the road, the company submitted that they were the only operators against whom objections had been pressed in this type of application.

Bus companies brought many thousands of visitors into the town and their convenience should be a matter of co-operation between the parties, not one of prohibition, it was stated.

The objectors suggested that Ribble had broken an agreement between the corporation and the Morecambe Coach Operators Association by opening a booking kiosk on the promenade, and that to accede to the company's application would lead to similar ones.

The cause of the objections appears to have been the assumption by Ribble that they could continue to use the highway as Florence Motors had. The road problem in Morecambe during the high season makes it imperative for the corporation to keep traffic congestion to the minimum.

The Traffic Commissioners have indicated that although they might be prepared to grant a limited amount of picking-up and setting-down at specified times, they would prefer that the company found a point off the highway.

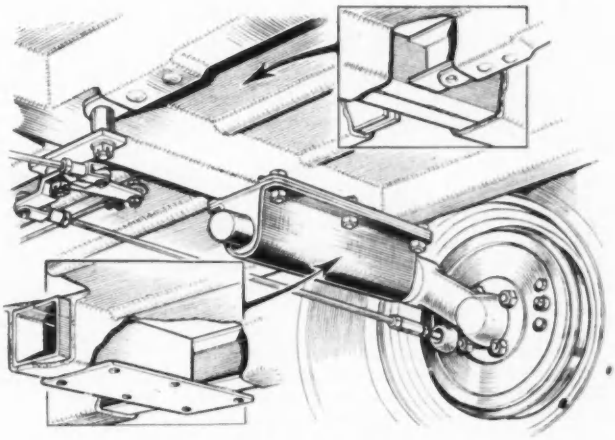
Whilst it seems apparent that other Morecambe operators have not always adhered to the letter of their licences in allowing picking-up on the highway, the public interest is surely in the direction of reducing congestion, not adding to it.

# Light Trailer in Plastics

A PLASTICS-BODIED two-wheeled trailer with a payload of 12 cwt. has been produced by Reinforced Plastics, Ltd., Bath Lane, Leicester, following successful tests of a prototype at towing speeds of up to 100 m.p.h. on Continental roads.

The unit has a Girling over-run braking system and presents a particularly pleasing appearance. It is available as an open-top model with canvas cover, and with a hinged hardtop.

Good suspension characteristics are provided by Bramber rubber independent trailing-link components, on which wheels carrying 5.90 by 13 tyres are mounted. No shock absorbers are fitted.

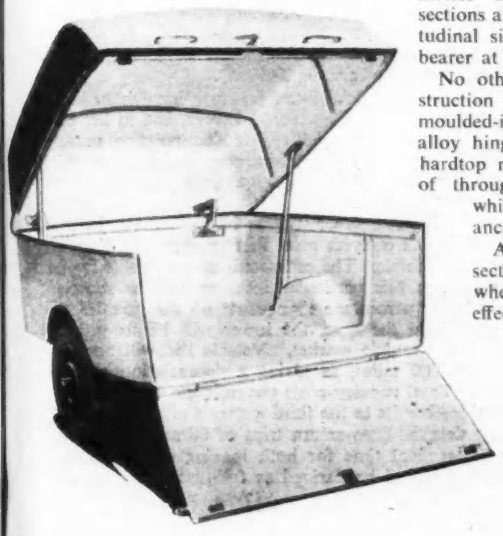


*No shock absorbers are needed for the rubber springs. Plastics is moulded around the steel frame (insets).*

The welded angle-section steel frame is joined to the body without the use of bolts or rivets, and the plastics material has withstood the vibrations and stresses associated with rough cross-country running without fracture or the development of cracks. The chassis is based on a main longitudinal member of back-to-back angle sections. This is extended at the front to act as a towbar, whilst a central cross-bearer of the same form carries the suspension units. Angle sections are also employed for two longitudinal side members, and a transverse bearer at the front and rear.

No other metal is used in the construction of the trailer, apart from the moulded-in mounting plates of the light-alloy hinges and support struts of the hardtop model. These obviate the use of through-bolts with external heads, which would impair the appearance.

A moulded peripheral channel section mates with a rubber strip when the top is closed, to make an effective seal. Body reinforcing ribs, based on cardboard formers, are moulded to the main panels. A horizontal rib is formed to the shape of the body at the top and bottom of the main panel, and additional support is provided by four vertical ribs on each side and four external longitudinals under the floor.



*Reinforced Plastics, Ltd., make this two-wheeled trailer, which can carry 12 cwt. and offers 84 cu. ft. of space in hardtop form.*

The tapered tailboard is fitted with rubber buffers and can be employed as a ramp. A recessed number plate and flasher equipment are wired to a plug on the towbar by leads enclosed in the central member.

One of the most important advantages of employing plastics material is that it has enabled a body to be produced with curved corner sections and front panelling without undue cost. The finish of the colour-impregnated panels is comparable to that of a first-class painted surface.

The body is 7 ft. long and 5 ft. 2 in. wide. Capacity of the container section is 56 cu. ft., and the hardtop provides an extra 28 cu. ft. Unladen weight of the open-top vehicle is about 4 cwt., whilst the hardtop increases the weight to 4½ cwt.

Retail price of the trailer is approximately £150, and the addition of a hardtop brings the cost to £200.

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***Planning for Profit***

*Small and Parkes, Ltd., Manchester, have put a Morris prime mover and two Scammell 18-ft. semi-trailers into service to deliver asbestos friction materials, which make up dense loads, to 29 depots throughout the country. The company have two other heavy vehicles and 41 light vans.*

# Cutting Terminal Expenses

I EMPHASIZED last week that the increased industrial output of recent years could well mean extended terminal times for hauliers if appropriate measures were not taken. Even where maximum co-operation between the user and provider of transport is given, the ultimate requirements of both parties are often incompatible. Increased mechanization of manufacture invariably has, as its prime objective, the reduction of manpower. As a result the amount and availability of labour on loading bays are correspondingly reduced.

A well-tried method of combating such situations is the use of articulated outfits. As an example of the economies that could be obtained, the operating costs of an 8-ton "artic" oiler when employing one, two or three semi-trailers were detailed last week. The five items of standing costs per week were reckoned as: Licences, 20s.; wages, 191s. 6d.; rent and rates 13s.; insurance, 20s.; and interest, 22s.; total, 266s. 6d. Calculated over a 44-hour week, this is equivalent to 6s. 0¾d. an hour. Running costs per mile, based on 600 miles a week, were calculated as: Fuel, 3.54d.; lubricants, 0.26d.; tyres, 1.80d.; maintenance, 2.38d.; and depreciation, 2.18d.; total 10.16d.

*Seven Different Rates Per Ton Result from Four Different Methods of Loading, Including the Use of Stillages*

These costs were estimated on the assumption that only one semi-trailer was used. The purchase of further semi-trailers at an average cost of around £700 each would result in an additional interest charge of 8s. 5d. per semi-trailer. For the purpose of these calculations, the slight increase in insurance costs resulting from the limited cover required for a spare semi-trailer is ignored.

As the total mileage of all semi-trailers will be the same as that of the tractor unit, theoretically no additional running cost should be incurred when one or more spare semi-trailers are employed. In practice some extra maintenance costs are likely to be incurred by the additional coupling and uncoupling which will presumably take place, and a nominal sum of 10s. per week will be allocated on this account. With an average weekly mileage of 600, this would add 0.20d. per mile to maintenance costs.

The standing cost per hour when one spare semi-trailer was employed would thus be 6s. 3d., plus a running cost of 10.36d. per mile. With two spare semi-trailers (three in all), the operating cost would be 6s. 5¼d. per hour, plus 10.56d. per mile.

These results were then applied to a hypothetical day's work, which, in the first example, allowed two hours for loading time, three hours' journey time (60 miles return) and a further two hours for unloading. With a spare semi-trailer at the originating terminal point, loading time was assumed to be reduced to half an hour and similarly if a second semi-trailer was in use at the delivery point. It was also reckoned that by employing one or two spare semi-trailers, two trips per day could be made, instead of the original one. The resulting cost per ton, on the assumption of a full outward load, was calculated to be 11s. 8d. with one semi-trailer, 10s. 9¼d. with one extra semi-trailer and 9s. 9¼d. with two spare semi-trailers.

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Partly stemming from the many amalgamations and reorganizations which have taken place in post-war industry, there has been an increasing demand for the carriage of semi-processed products to meet the needs of centralization of manufacture. As a result, bulk haulage of such substances as liquids, grains and powder has correspondingly increased. Reduction in terminal time is also achieved when this method is adopted, but, unless a large number of trips per day can be worked, there will not necessarily be a proportionate reduction in operating costs.

As an example of the operating costs involved in bulk delivery, take the case of a vehicle based on a popular 7-ton oil-engined chassis. This chassis is chosen as being reasonably comparable in type and quality with the 8-ton "artic" oiler. It will be assumed that the price of the chassis and cab is around £1,150, whilst the bulk body and tipping gear, together with painting, will add £1,500, giving a total of £2,650.

The total unladen weight will be reckoned at 3 tons 14 cwt., with a resulting annual licence duty of £46 5s., or 18s. 6d. per week. As with the articulated oiler, drivers' wages will be reckoned at £9 11s. 6d., including allowances for holidays with pay and insurance contributions. Rent and rates in respect of garaging the vehicle are estimated at 11s. 6d. Vehicle insurance adds 20s. per week, the annual premium being slightly above average because of the comparatively high initial cost of the vehicle. For the same reason interest charges will be increased to £1 11s. 9d., giving a total standing cost per week of £13 13s. 3d. On a 44-hour week the cost per hour is 6s. 2½d.

Assuming a fuel-consumption rate of 14 m.p.g., with oil fuel purchased in bulk at 3s. 10d. per gallon, fuel cost per mile amounts to 3.29d. Lubricants add 0.25d. and tyres 1.48d. per mile if the mileage life per set is 30,000.

Maintenance for a standard 7-ton platform lorry is reckoned at 2.34d. per mile. Some allowance, however, has to be made for the special bulk body, tipping gear and possibly gravity-discharge equipment, if it is a dual-purpose vehicle. Allowing a 50-per-cent. increase on this account, maintenance cost per mile will amount to 3.51d.

To obtain the balance to be written off as depreciation, the cost of the initial set of tyres must first be deducted from the cost price of the vehicle. The estimated residual value is then deducted, which, in this particular instance, will be reckoned as a slightly lower percentage than usual on the premise that the more specialized the type, the lower will be its ultimate value on the used-vehicle market. Vehicle life will again be reckoned at 150,000 miles, so giving a depreciation cost per mile of 3.52d. Total running costs per mile are 12.05d.

Applying these results to the third example of a typical day's work already detailed (two return trips of 60 miles each, with half an hour terminal time for both loading and unloading), the cost per ton would be derived as follows: Eight hours at

(*Continued on page* 647)

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*Gatley Autos, Ltd., Cheadle, Cheshire, operate this Leyland Comet-Carrimore car transporter. The coupling is of the Carrimore automatic retractor type which allows a semi-trailer longer than other types to be used.*

6s. 2½d. (£2 9s. 8d.); 120 miles at 12.05d. (£6 0s. 6d.); total (for 14 tons), £8 10s. 2d., or 12s. 1¾d. per ton.

Another way of dealing with terminal delays is by the use of stillages. This method provides a similar advantage in traffic scheduling to that given by articulation—availability of one or more spare platforms or bodies. The fundamental difference is that a stillage is carried rather than hauled, and so does not require to be mobile. As a result a stillage body with 17-ft. 3-in. by 7-ft. 6-in. platform would be substantially cheaper than a platform semi-trailer of similar dimensions. The comparative costs would be around £175 and £700 respectively.

The lack of mobility of the stillage, when the parent vehicle was not available, would be only a slight disadvantage compared with articulation. Whilst semi-trailers can be manhandled to some extent in the absence of the tractor unit, the practice is limited in application.

In addition to the stillages, lifting and lowering equipment has to be fitted to the vehicle. I will assume that a 7-ton oil-engined chassis is again used and costs £1,150. Allowing £350 for the addition of mechanical handling equipment and a further £50 for painting would give a total of £1,550. With the stillage itself costing £175, the total is £1,725 for the combined outfit.

With an unladen weight of 3½ tons, the annual licence duty will be £42 10s., or 17s. per week. Drivers' wages are again assessed at £9 11s. 6d., in accordance with R.H. (66) for Grade I areas. Rent and rates are reckoned at 11s. 6d., as with the bulk vehicle, but insurance is reduced to 17s. 7d. because of the lower initial cost. Similarly, interest charges are now £1 0s. 8d., giving a total standing cost per week of £12 18s. 3d., or 5s. 10½d. per hour.

## Running Cost

Because the unladen weight is lower than that of the bulk vehicle, fuel costs per mile will be reckoned slightly less at 3.18d. Lubricants are again assessed at 0.25d., and tyres at 1.48d. per mile. Maintenance costs can be expected to be a little higher than for a standard platform vehicle, and are placed at 2.57d. Depreciation is reckoned to be 2.18d. per mile, giving a total running cost of 9.66d. per mile.

Applying the same principles to the cost of providing additional stillages as to the cost of spare semi-trailers, the additional interest charge on the outlay of £175 for each extra stillage would amount to 2s. per week, or approximately 0.55d. per hour on a 44-hour week.

Estimation of probable maintenance costs of spare stillages must be largely arbitrary until practical experience in individual circumstances has been obtained. Much would depend on the proficiency of drivers, but, in any event, the overall cost should be slight and will be reckoned here at half that assumed for the semi-trailer. On an average weekly mileage of 600 for the parent vehicle, the additional maintenance cost per mile per spare stillage will be reckoned at 0.10d.

As it is unlikely that only one stillage would be used, the operating costs with which we are concerned here would be 5s. 11d. per hour, plus 9.76d. per mile when one spare stillage was employed, and 5s. 11½d. per hour, plus 9.86d. per mile when two spare stillages were available, that is, three in all.

Applying these results to the same day's work, the operating cost per day when one spare stillage was used would be 11 hours at 5s. 11d. (£3 5s. 1d.) and 120 miles at 9.76d. (£4 17s. 7d.), a total of £8 2s. 8d. for 14 tons, or 11s. 7½d. per ton.

With a spare stillage at each end, in addition to the one on the vehicle, the day's cost would work out at eight hours at 5s. 11½d. (£2 7s. 8d.), plus 120 miles at 1.86d. (£4 18s. 7d.), a total of £7 6s. 3d., giving a rate per ton of 10s. 5¼d.

To complete the comparison, it will be convenient to detail briefly the corresponding operating costs of a 7-ton standard platform oiler. With an unladen weight of 3 tons 4 cwt., licence duty will amount to £38 15s. a year, or 15s. 6d. per week. Wages will again be £9 11s. 6d. per week, whilst rent and rates are reckoned at 11s. 6d. Vehicle insurance is calculated at 17s. 2d. per week and interest charges at 18s. 3d. on the basis of an initial outlay of £1,525. The total for these five items of weekly standing costs is £12 13s. 11d., or 5s. 9½d. per hour for a 44-hour week.

## Calculating Depreciation

Fuel costs per mile are estimated at 3.07d. and lubricants at 0.25d. Tyres are reckoned at 1.48d. and maintenance at 2.34d. Adopting the same procedure as before, depreciation is calculated to cost 1.84d. per mile, giving a total running cost per mile of 8.98d.

Applying these results to the first example of a day's work (one return trip involving 60 miles and two hours' terminal time at each end), the cost per day would represent seven hours at 5s. 9¼d. (£2 0s. 4¾d.), plus 60 miles at 8.98d. (£2 4s. 10d.), giving a total of £4 5s. 2¾d. With a full load of 7 tons carried on the outward journey only, the rate per ton would be 12s. 2d.

Summarizing the whole of these results, the respective costs per ton are as follows: 8-ton "artic" with one semi-trailer, 11s. 8d., with two semi-trailers, 10s. 9¼d., with three semi-trailers, 9s. 9¾d.; 7-ton chassis and hydraulic equipment, with two stillages, 11s. 7¼d., with three stillages, 10s. 5¾d.; 7-ton bulk-feed vehicle, 12s. 1¾d.; 7-ton standard platform vehicle, 12s. 2d.

As in "'The Commercial Motor' Tables of Operating Costs," the manufacturer's recommended carrying capacity has been accepted in all the examples quoted here. The additional ton carried by the articulated vehicle must, therefore, inevitably give more favourable tonnage rates for this type.

It should be emphasized that the figures given relate only to the operating cost of individual vehicles, without any addition for overhead or establishment costs and profit.

Throughout this comparison of the use of stillages or articulated outfits, calculation on the basis of cost per ton has been emphasized. Acceptable though any cutting of operating costs may be, it should not be overlooked that in addition to reduced terminal times, both these methods can provide advantages in other directions. On trunk work, substantial transhipment and corresponding double handling can be avoided. This, in turn, can reduce loss through claims for either damage or pilfering. If spare stillages or semi-trailers are available, their use as temporary storage can provide some easement of warehousing and distribution problems. S.B.

C47



*This picture conveys the improved cross-country capability of the Roadless Land-Rover conversion.*

# Tractor-tyred Land-Rover on Test: Commercial Version Next Year

AT the instigation of the Forestry Commission, Roadless Traction, Ltd., Hounslow, Middx, have modified two Land-Rover long-wheelbase chassis to carry 10 × 28 tractor tyres. The first converted vehicle, with fire-fighting bodywork, is being used experimentally by the Commission, whilst the second prototype is undergoing tests which should result in its being offered in a commercial version towards the end of 1960.

The fitting of large tyres increases the Land-Rover's ability to surmount certain types of obstacle—deep drainage gullies in the case of the Forestry Commission. When the unladen vehicle was demonstrated to *The Commercial Motor* last week, it was obvious that none of the standard Land-Rover's cross-country capabilities had been lost, whilst the ground clearance between the axles allowed the vehicle to get over sharp-crested ridges on which the conventional vehicle would have see-sawed.

It showed also a remarkable aptitude for getting in and out of steep-sided holes, proceeding steadily through these hazards at a low throttle opening.

For the large wheels the standard axles are replaced by Kirkstall spiral-bevel units of 7.2-to-1 ratio. This gearing is too high for the Rover oil engine fitted to the prototype vehicle as it does not permit top gear to be used, and restricts maximum speed to about 24 m.p.h.

Axles with ratios of 13 to 1 will be fitted, when they become available, to give a maximum speed of about 35 m.p.h. and impressive gradient ability. The Kirkstall axles provide front and rear tracks of 6 ft. 3 in. and 5 ft. respectively. The wider front track is required to give adequate steering lock.

No modifications are made to the standard transmission for the Roadless conversion, but the original road springs are replaced by stronger units. Brake drums are at present 14 in. in diameter. This is not sufficient and larger units will be incorporated later.

Although the tyres are inflated to only 7 p.s.i. and have deep lugged treads, the steering is not heavy unladen. On the road there are no untoward effects from the tyres, which Roadless consider to be capable of sustained running at speeds in the order of 40 m.p.h.

With such large section tyres, the Land-Rover exerts low ground pressure and has possibilities as a swamp vehicle. In this capacity it is being considered by an oil company for exploration work.

c48

## *"British Transport Policy Lacks Vision"*

THE suggestion that the cost of motorways construction should be recovered by a system of tolls was typical of the lack of vision in British transport policy, claimed Lt.-Col. W. H. Slack at a joint meeting of the North Western and Merseyside sections of the Institute of Transport, last week.

The 1947 Act was of great potential benefit and should have been allowed to remain on the Statute Book, he added. It had done a great deal to weld road transport into bigger units which could operate more economically.

It was odd, he observed, considering the amount of work which went into the licensing system, that a haulier having been refused a licence to operate for hire or reward could still get his vehicle on the road by approaching a trader.

Recalling his part in the process of nationalization, Mr. J. W. Gannicliffe contended that making road haulage into larger units did not save money.

Sooner or later an authority would come into being with power to decide by what means goods were to be carried, submitted Mr. E. M. Mason. More drastic powers were needed to re-route traffic to avoid congested areas, he claimed. Abnormal loads, which held up daytime traffic, could travel by night.

Transport policy ultimately depended upon the ballot box, said Mr. R. G. Oakley. The 1947 Act came to nothing, but the current policy of *laisser-faire* gave the country the cheapest goods transport.

# Municipal Opportunities

**Newbury** Highways Committee are to order a Bedford sweeper.

**Harrogate** Corporation are advised to buy two S.D. refuse collectors.

**Hull** Works Committee have authorized the purchase of six 5-tonners.

**Sheffield** Water Committee wish to buy a Commer 8-cwt. van from the Deighton Motor Co., Ltd.

**Luton** Transport Committee recommend that five East Lancs bodies for Leyland bus chassis be obtained.

**Northampton** Highways Committee seek to acquire a sweeper, a Dennis gully-emptier and a Karrier Bantam tipper.

**City of London** Corporation are to buy two Eagle semi-trailers, a Lewin orderly and, from Dispatch Motors, Ltd., a Thames 2-tonner.

**Bolton** Markets Committee recommend that Southern Bros., Ltd., supply an Austin 5-cwt. van. The lighting committee wish to buy an Austin lorry from the company. The transport committee wish to purchase 11 Leyland and six A.C.V. bus chassis, and 11 East Lancs and six M.C.W. bodies; also a Thames tipper from the Hulton Service Station. The health committee seek tenders for the supply of a sitting-case ambulance.

**Bournemouth** Health Committee seek tenders for the supply of a van. The highways committee recommend that an Austin refuse collector be obtained from Bournemouth Imperial Motors, Ltd., that Lee Motor Works (Bournemouth), Ltd., supply two Bedford 10-12-cwt. vans, and Hendy Bros., Ltd., a Thames 5-cwt. van. The transport committee wish to order an additional 10 Leyland motorbuses and 10 Sunbeam trolleybuses, all with M.C.W. bodies.

BECAUSE of an acute pressure on space, it has been necessary to hold over the review of new patents which normally occupies this page.

**Berwick** Corporation are to buy a 5-cwt. van.

**West Ham** Borough Council require a street orderly.

**Wallsend** Corporation are to buy an S.D. refuse collector.

**Sunderland** Corporation are to obtain six refuse collectors.

**Durham** City Council are to buy a Bedford from Adams and Gibbon, Ltd.

**St. Marylebone** Borough Council are advised to purchase two Dennis Paxits.

**Crook and Willington** Urban District Council are to purchase two Land-Rovers.

**Watford** Borough Council are recommended to obtain an S.D. refuse collector.

**Birkenhead** Water Committee require a Land-Rover from Leighton Motors, Ltd.

**Darlington** Corporation have ordered two vans from the Motor Delivery Co., Ltd.

**Bradford** City Council are advised to purchase an A.E.C.-Merryweather fire appliance.

**Bodmin** Corporation are advised to buy a Thames vehicle from Phillips and Geake, Ltd.

**Higham Ferrers** Borough Council are to obtain a refuse collector from Emmett's Garage.

**Rochford** Rural District Council seek tenders for the supply of two Karrier refuse collectors.

**Preston** Corporation are to buy an Eezion 2-3-ton trailer. The welfare committee require a van.

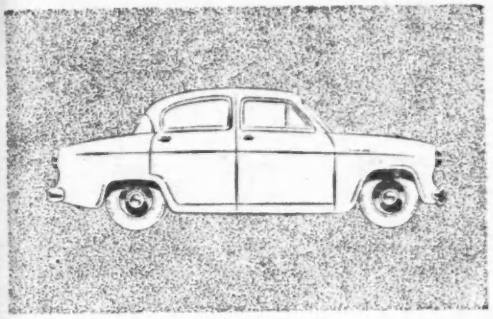
**Littleborough** Urban District Council are to buy a Thames tipper from Rochdale Motor Garage, Ltd.

**Tynemouth** Cleansing Committee may provide for the purchase of five lorries and two refuse collectors.

**Denbighshire** County Council are to acquire four Austin-Lomas ambulances and a Land-Rover-Lomas ambulance.

**North Riding** County Council are to acquire three Bedford-Lacre sweepers, seven Bedford 6-ton tippers, two Foden tippers and a Thames 15-cwt. van.

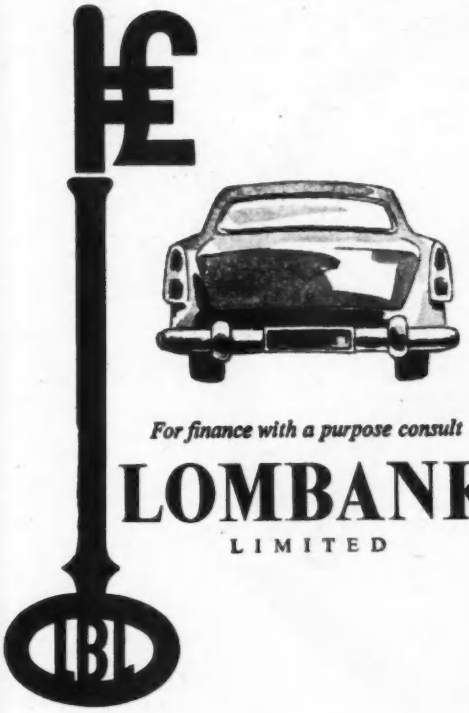
**South Shields** Corporation are to obtain tenders for the supply of two motorbuses. Town Hall Garage are to deliver a Commer van, and Minories Garages, Ltd., a Karrier Gamecock refuse collector. An S.D. refuse collector is also to be purchased.



# "NULLI SECUNDUS"

## Service with a reputation

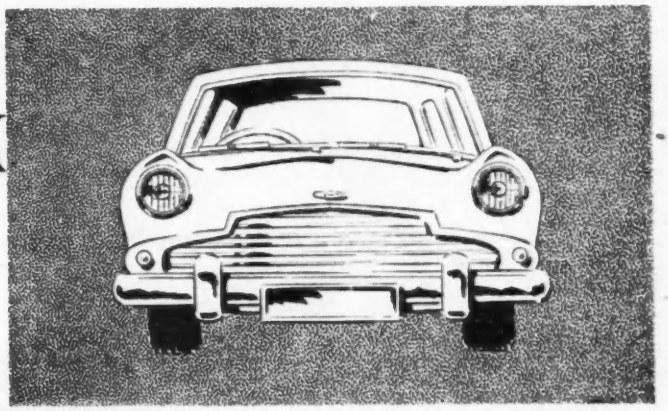
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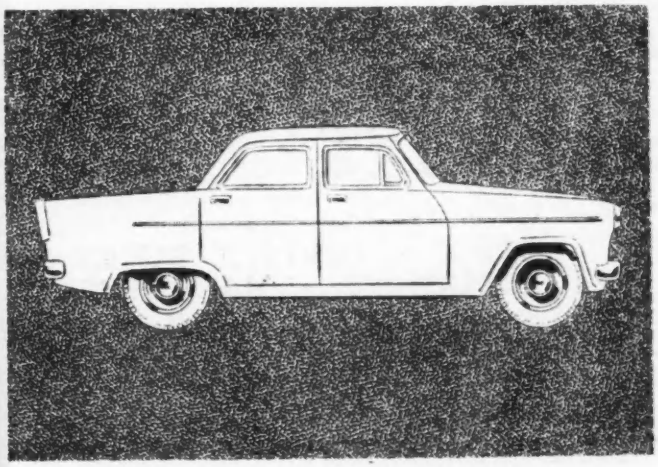


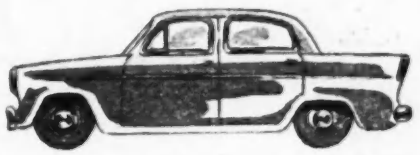



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THE COMMERCIAL MOTOR

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**A.E.C.** Matador 4 x 4 vehicles, fitted with winches, complete with batteries, spare wheels, checked over and in good working order, £550 each. L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-812

**A.E.C.** Matadors, tractors, diesel, ex-M.o.S., reconditioned 7.7-litre diesel engines, 4 by 4 and 6 x 6, with power winches. A.E.C. 2,500-gal. tankers, unregistered, ex-M.o.S. T. E. Cunliffe, 45 Wellington Rd., Hansworth, Birmingham 20. North 0832. 834-146

**1952** A.E.C. 6-wheeler tipper, 9.6 engine, double drive, air brakes, clean and in very good order, £1,400.

**1950** A.E.C. 6-wheeler, 9.6 engine, double drive, air brakes, 22-ft. platform body, clean and in very good order, £1,100.

**1948** A.E.C. 8-wheeler, 24-ft. platform body, 9.6 engine, in excellent order, £750. RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 834-262

WARWICK MOTOR ENGINEERING CO., LTD.,
ALBION CONCESSIONNAIRES.
AUTHORIZED LEYLAND DEALERS.

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**A.E.C.,** 1955, Mercury, platform body, 900 by 20 tyres equipment, choice of four.

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STOKE GARAGE, Copeland St., Stoke-on-Trent. Phone 47507-8. 834-456

**1949** A.E.C. 9.6 tandem-axled trailer (twins), £1,100 o.n.o. Hounslow 7315. 834-xA1412

**1942** Medium-wheelbase tipper, £225.

**1937** Long-wheelbase, with 1,000-cu.-ft. container, £275.

**1956** Medium-wheelbase Mercury tipper, air brakes, £1,575. JOHN HUDSON, Bawtry 362. 834-284

**1958** Mercury Mark II with 21-ft. platform body. ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 834-316

#### A.E.C. Wanted

**A.E.C.** 6 x 6 ex-W.D. chassis and cabs required with 7.7-litre diesel engine, reasonable condition throughout. Please send full details to Box CM3214, care of "The Commercial Motor." 839-8021

**1957/58** A.E.C. Mammoth Major 9.6 double-drive 8-wheeler required, fair market price for good vehicle. COMBERHILL MOTORS, LTD., Ings Rd., Wakefield. Phone, Wakefield 6771 (10 lines). 834-288

LEFT-HAND-DRIVE 6-wheelers, diesel, long wheelbase, late type, required for export. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 834-434

#### ALBION

ALBION FT31N petrol Luton van, 1,050 cu. ft., reconditioned engine, good condition, registered July, 1950, £300 o.n.o. A. Baveystock and Co., Ltd., Teesdale Works, Cooks Rd., Bow Bridge, E.15. Maryland 7591. 835-8034

ALBION 1947 CX1N 7½-ton diesel lorry, platform, in good condition, £325. Can be inspected any time. G. Ward and Son (Clifton), Ltd., Clifton Campville, near Tamworth, Staffs. Phone, Clifton Campville 59. 834-3

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WATLING STREET (A5),
BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 834-114

**1950** ALBION CX5 6 by 4 24-ft. flat, fitted booster box, £250. Justice, Langley Mill 3182; home, 3625. 834-120

**1955** ALBION Chietain, long wheelbase.

**1957** ALBION Chieftain tipper, alloy body.

JEFFREYS COMMERCIAL MOTORS,
NEATH ROAD, SWANSEA.
Phone, Swansea 7288, 71859. 834-188

### Used Goods Vehicles (contd.)

**1955,** July, ALBION Clydesdale 8-tonner long-wheelbase truck, 900 by 20 tyres, unladen weight 3 tons 17 cwt., excellent condition, £725. COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 834-181

**1956,** September, ALBION 7½-ton Clydesdale coach-built van, lined throughout, excellent in every respect, one careful private owner (C licence), £1,395 or terms arranged. HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 834-381

**1950** ALBION Chieftain chassis and cab, good running condition, engine sound and complete with all accessories, £100. VALE GARAGE, Oxhill Rd., Handsworth, Birmingham. Northern 3519. 834-426

**1951** ALBION, H.D. engine, 5-speed, air brakes, new 21-ft. body, good tyres, £425. Langley Mill 2623, Notts. 834-332

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EARL SHILTON,
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Phone 3321-2-3. zzz-917

**1955** ATKINSON 8-wheeler, 6LW engine, 5-speed box, double drive, air brakes, 24-ft. platform body in excellent order, choice of two, £1,750 each. Terms and exchanges. RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 834-268

**1955** ATKINSON 8-wheeler, 6LW, 24-ft. platform, ex C licence.

**1955** ATKINSON 8-wheeler, 6LW, fitted with new 3,600 mild steel lagged pressure discharge fuel oil-bitumen tank. RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. 834-257

**1940** ATKINSON 6-wheeler, 5LW Gardner, £300. ERNEST THORPE AND CO., LTD., Thurgoland, near Sheffield. Phone, Stockbridge 2152. 834-393

**1947** ATKINSON L745, 5LW Gardner, 17-ft. flat, excellent condition, £475. Southport 72743. 835-x1409

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1-TON diesel van front end.

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### Used Goods Vehicles (contd.)

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IMMEDIATE DELIVERY.

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NEW AUSTIN 7-ton diesel forward-control 1,625-cu.-ft. Luton van.

NEW AUSTIN 5-ton petrol, normal control, short-wheelbase chassis-cab.

ALL the above bodies are of highest-quality composite construction and are fully guaranteed by us.

USED VEHICLES.

**1958** AUSTIN Omnivan, low mileage, excellent throughout, £390.

**1955** AUSTIN 1-ton town delivery van, choice of two, in primer, £450.

**1954** AUSTIN A40 van, green, £225

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**1956** AUSTIN A152 15-cwt. gown van, guaranteed, £395.

**1959** AUSTIN A50 van, guaranteed, £445.

**1957** AUSTIN A152 Omnivan, £425.

**1955** AUSTIN LD1 1-ton van, £345.

**1957** AUSTIN A40 van, guaranteed, £325.

**1955** AUSTIN A40 gown van, £295.

**1958** AUSTIN A35 van, 12,000 miles, guaranteed, £370.

**1947** AUSTIN 2-ton Luton van, approximately 750 cu. ft., £325.

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**Telephone instructions can be accepted up to noon.**

**All instructions should be addressed to The Manager, Classified Advertisement Department,**

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**Bowling Green Lane, London, E.C.1.**
**Terminus 3636.**

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### H. A. SAUNDERS, LTD.,
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**1956** AUSTIN 3-ton normal-control chassis-cab with boxvan body.
**1958** AUSTIN 5-ton forward-control drop-side truck, owner driven.
**1955** AUSTIN 30-cwt. drop-side truck.
**1954** AUSTIN 2-ton boxvan with integral cab.

THE above vehicles carry our "Stand-by" guarantee. Hire-purchase, part-exchange. Bodybuilding.
ALWAYS a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

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HILLSIDE 5272, EXT. 22. 834-97

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### G.T.C. (COMMERCIALS), LTD.

**1956** AUSTIN B.M.C. diesel 7-ton long-wheelbase truck, in outstanding condition, one C-licence owner, £625.
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AUSTIN 6 x 4 chassis and cab, very low mileage, complete with new battery, spare wheel and tyre, £180.
**L.** W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-810
AUSTIN 3-ton drop-side truck, fitted with 3.4-litre B.M.C. diesel engine, first registered October 1, 1957, mileage 26,000, one owner, price £575. Vincents of Reading, Ltd.
AUSTIN light 2-ton drop-side truck, fitted with B.M.C. diesel engine, first registered January 25, 1957, mileage 22,000, one owner, price £485. Vincents of Reading, Ltd. Phone, Reading 54204. 834-8028
**1956** AUSTIN 25-cwt. diesel van, finished in primer, £325. Hartley and Steele, Ltd., Hallgate Garage, Cottingham, Yorks. Phone 45876. 834-x1428
MASKELLS (BRIXTON), LTD.
AUSTIN commercial-vehicle distributors, most models available from stock, spare parts stockists, trade and retail, bodybuilders, coach painters, tyre distributors. 297 Brixton Rd., S.W.9. Phone, Brixton 0111. 834-498
**1951** AUSTIN 25-cwt. van, good running order.
**1955** AUSTIN 1-ton van, fine value. Carmo, Leighton Rd., Kentish Town, N.W.5. Gul 5555. 834-531

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**1958** AUSTIN Omnivan, 9,000 miles, £410.
**1958** AUSTIN Omnicoach, £495.
**1958** AUSTIN 15-cwt. Omnivan, £398.
**1956** AUSTIN A40, 10-cwt., £285. 834-223

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**1955** AUSTIN A40 gown van in immaculate condition, really wants seeing, £250.
**1948** AUSTIN 1000 cube Luton, £90. Edgware 2572. 834-153
AUSTIN 6 x 4 tipper, fitted 4D diesel engine, £130. Lawrence Mansfield Rd., Alfreton. Phone 505. 834-139
**1956** AUSTIN 1-ton van, black, £265. Colindale 9671. 834-206

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NOVEMBER, 1957, AUSTIN 701, short wheelbase, 54,000 miles, fitted Tasker coupling, new batteries, powered steering and Eaton axle, exceptionally good condition, together with 24-ft. Tasker flat platform semi-trailer with new tyres, guaranteed at £1,175.

### WIMBLEDON MOTOR WORKS, LTD.,
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WIMBLEDON COMMON, S.W.19.
Phone, Wim 0123. 834-251

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**1957** AUSTIN 15-cwt. omni-truck with canopy, £400.
WOODYATT MOTORS, LTD., Milton Rd., Southend-on-Sea. Phone 43344. 834-192
**1954** AUSTIN 5-ton Loadstar double-drop-side truck.
HALE MOTORS (TOTTENHAM), LTD., The Hale, N.17. Tottenham 7771 (four lines). 834-229
SCOTTORN, LTD., 173 Kingston Rd., New Malden, Surrey. Malden 3633.
NEW AUSTIN 7-ton chassis-cab, 160-in. wheelbase, 900 by 20 tyres, list price.
NEW AUSTIN 13-seater Omnicoach, list price.
NEW AUSTIN 3-ton chassis-cab, diesel, new type cab, 16-in. wheels, list price.
NEW AUSTIN A50 ½-ton van, grey, heater, passenger seat, list price.
USED vehicles.
**1958** AUSTIN A50 10-cwt. van, low mileage, good condition, £425.
**1958** AUSTIN Omnivan, low mileage, £390.
**1958** AUSTIN A35 van, excellent condition, £350.
**1954** AUSTIN A40 van, good condition, heater, £225. 834-347
OCTOBER, 1954, AUSTIN 5-ton short-wheelbase hydraulic tipper, one owner from new, £250 or terms arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 834-384
**1956** AUSTIN 30-cwt. van, diesel, one C-licence owner, unwritten, £425. Frank Watson (Croydon), Ltd., Thornton Rd., Thornton Heath 4221. 834-427

## Used Goods Vehicles (contd.)

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**1957** BEDFORD 10-12-cwt. van.
**1957** BEDFORD Workabus.
**1953** 54 BEDFORD 30-cwt. vans.
**1955** BEDFORD 5-ton tipper, diesel.
**1956** BEDFORD 5-ton tipper.
NEW BEDFORD diesel tippers; immediate delivery.
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NEW BARNET.
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PARSONS AND PARSONS (GARAGES), LTD.,
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FOR YOUR NEW OR USED BEDFORDS, BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE. OFFER, SUBJECT TO REMAINING UNSOLD, THE FOLLOWING:—

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NEW BEDFORD 15-cwt. CAL van, H.D. tyres and springs.
NEW BEDFORD 5-ton normal-control drop-side truck, 300 petrol, 7.50 by 20 10-ply, 3-piece wheels, £1,032 3s.
NEW BEDFORD 6-ton normal-control short tipper, diesel, 8.25 by 20 12-ply, 3-piece wheels, £1,254 18s.
NEW BEDFORD 7-ton long forward-control chassis-cab, 156-in. wheelbase, 300 diesel, 8.25 by 20 12-ply, 3-piece wheels, full bumper, £1,146 15s. 6d.

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**1951** BEDFORD 7-ton long-wheelbase, petrol, £275.
**1957** BEDFORD CA van, £300.
**1954** BEDFORD 5-yd. tipper, petrol, £425.
**1956** BEDFORD 5-yd. tipper, petrol, £525.
**1958** BEDFORD 15-cwt. Osborne milk float, choice of 10, £395.
**1953** COMMER T unit, diesel, £350.
**1953** BEDFORD 5-yd. tipper, petrol, £475.
**1956** BEDFORD 15-cwt. van, £275.
**1957** BEDFORD 8-ton 300 diesel tractors, Scammell coupling and 23-ft. flat trailers; choice of five.
**1953** FORD tipper, 7-yd., good tyres, £375.
WELL maintained and in first-class condition throughout.
SALES staff on duty 9 a.m.-7 p.m., Saturdays 9 a.m.-6 p.m.; Sundays 9 a.m.-1 p.m.

PARSONS AND PARSONS (GARAGES), LTD.,
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MINISTRY reconditioned BEDFORD 3-5-ton, as new, from £90. Also 1-ton from £75. Guaranteed. Agricultural Vehicles, 24 Third Acre Rise, Oxford. Cumnor 359. 836-8029
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### SPURLING MOTOR BODIES, LTD.,
"THE NAME BEHIND THE SALE."
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**1956** BEDFORD Utilibrake.
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**1955** BEDFORD 7-ton diesel 7-yd. tipper.
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**1957** BEDFORD Workabus.
**1956** BEDFORD 10-12-cwt. van.
**1953** BEDFORD 3-ton truck.
**1956** BEDFORD 5-ton truck, reconditioned engine.
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PART-EXCHANGES, hire-purchase.

USED-VEHICLE INQUIRIES TO
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## Used Goods Vehicles (contd.)

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COMPREHENSIVE RANGE OF NEW AND USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.
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**1953** Diesel 5-ton short-wheelbase tippers.
**1955** Petrol 7-ton long-wheelbase truck.
**1954** Diesel 7-ton long-wheelbase platform.
**1957** 15-cwt. 12-seater Kenex Roadmaster.
**1957** Petrol 7-ton short-wheelbase tipper.

MAY WE
QUOTE YOU
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COMPREHENSIVE RANGE OF VEHICLES IN STOCK.
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
Phone, Howard 1266.
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CORNARD ROAD, SUDBURY, SUFFOLK.
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### HAMILTON MOTORS (LONDON), LTD.,
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WE always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection.
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**1956** BEDFORD 35-cwt. truck, £445.
**1951** BEDFORD 5-ton short-wheelbase tipper, £95.
**1952** BEDFORD 5-ton long-wheelbase platform, £95.
**1953** BEDFORD 5-ton short-wheelbase tipper, A gear, £295.
**1953** BEDFORD 5-ton truck, P6 diesel, £425.
**1953** BEDFORD 5-ton short-wheelbase tipper, £165.
**1952** BEDFORD 7-ton short-wheelbase U tipper, £275.
**1953** BEDFORD 7-ton long-wheelbase platform, £195.
**1957** BEDFORD 7-ton platform, £595.
OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.
PLEASE note address of our additional premises:—
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HAMILTON MOTORS (LONDON), LTD.,
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AMBASSADOR 7211. PADDINGTON 0022-8. 834-429

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MAIN DEALERS.

**1958** BEDFORD 10-12-cwt. van, 10,000 miles only, excellent condition, £385.
**1957** BEDFORD 6-ton tipper, 300-cu.-in., diesel engine, 6-cu.-yd. drop- and fixed-side steel body, Anthony hoist, 900 by 20 Road-lug tyres, £700.
**1955** 5-ton long-wheelbase diesel drop-side truck.
**1952** Model BEDFORD 5-ton tipper, standard wooden drop-side body, choice of two, £140.

55-61 LONDON STREET,
CHERTSEY.
Chertsey 2391. 834-177

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### WEYBRIDGE AUTOMOBILES, LTD.,
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Weybridge 2233.
**1951** BEDFORD 30-cwt. van, 3-way loader, £75. 834-175

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### G.T.C. (COMMERCIALS), LTD.

**1957** BEDFORD 5-ton long-wheelbase drop-side truck, one C licence owner, £495.
**1955** BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. wooden drop-side body, very good order, £350.
**1955** BEDFORD 7-ton long-wheelbase truck, £250.
**1955** BEDFORD diesel 7-ton boxvan, separate cab, in superb condition, one C-licence owner, £550.
**1955** BEDFORD 5-ton long-wheelbase drop-side tipper, one owner, in far above average condition, £450.
**G.T.C.** (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground.) Advance 5242. 834-513

## Used Goods Vehicles (contd.)

**CARMO OF LONDON,**
THE LONDON CENTRE
FOR NEW AND USED BEDFORDS.

NEW BEDFORD 10-12-cwt. vans, for immediate delivery.
NEW BEDFORD 3-ton long-wheelbase petrol truck.
NEW BEDFORD 5-ton long-wheelbase diesel truck, 16-ft. body.
NEW BEDFORD 5-ton long-wheelbase diesel truck, normal control, 14-ft. body.
ALSO the following reasonably priced used BEDFORDS.
1956 BEDFORD 2-3-ton long-wheelbase truck, £495.
1956 Workobus, £350.
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1958 Workobus, good throughout, £425.
1958, December, Kenebus, £450.
BEDFORD 10-12-cwt. vans and conversions, large selection from only £145.
BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES.
LATEST LOW-DEPOSIT CREDIT TERMS.
BEDFORD RECONDITIONED ENGINES FROM STOCK.
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Gulliver 5555. 834-532

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**SHUKERS OF SHEFFIELD, LTD.,**
COMMERCIAL VEHICLE SPECIALISTS,
OFFER:—
1954 BEDFORD 7-ton long-wheelbase diesel tipper, good wooden double-drop-side body, 14 ft. 8 in. long, all 8.25 by 20 tyres sound, runs very well, £565.
1956 BEDFORD 5-ton long-wheelbase diesel platform, very good tyres and new body floor, £495.
1957 BEDFORD 7-ton extended-wheelbase drop-side truck with 18-ft. body, engine just overhauled, good tyres, £745.
1953 BEDFORD 5-ton long-wheelbase petrol tipper with 2-speed rear axle, drop-side body, £275.
SHUKERS, LTD., Broad St., Sheffield, 2. Phone 20311 or 50218 after 6.30 p.m. 834-233

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1951 30-cwt. truck, P4 diesel, £185.
1948 BEDFORD 1,400-gal. tanker (all-alloy tank), complete with pump, etc., very nice condition, £245.
PHONE, EDGWARE 2572. 834-151

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BEDFORD, 1951, 30-cwt. box van, £125. Victoria Coach Station. Sloane 3466, ext. 5. 834-30
1956 CA van, clean condition, sound runner, £250. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 834-164

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1955 BEDFORD 10-ton articulated unit, Perkins eng.ne, with Scammell coupling, good tyres, excellent condition, blue and unlettered, £395. Colindale 9671. 834-207
1959 BEDFORD 15-cwt. drop-side truck, by B. Walker and Sons, Ltd., £450.
1957 BEDFORD 5-ton drop-side truck, with Bedford 300-cu.-in diesel engine, £650.
WOODYATT MOTORS, LTD., Milton Rd., Southend-on-Sea. Phone 43344. 834-193

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SPURLING CITY DEPOT offer:—
1948 BEDFORD 8-ton diesel tractor unit with two Scammell 20-ft. trailers, well tyred and in good condition, available in January.
1956 BEDFORD 5-ton (petrol) long-wheelbase Woods hydraulic tipper gear, Bonallack d/c alloy truck body, approximately 7-cu.-yd. capacity.
1958 BEDFORD 7-ton diesel platform truck, 2-speed axle.
SPURLING MOTOR BODIES, LTD., 176-9 Shoreditch High St., E.1. Sho 8433. 834-217

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1956 BEDFORD R6 7-ton short-wheelbase tipper, fitted reconditioned gearbox and new batteries, clean and in good condition. W. Rowlings, Olney, Bucks. Phone, Olney 286. 834-294
1956 5-ton diesel tipper, medium-wheelbase coal body, £590.
1954 7-ton diesel flat, £375.
1958 Ex W.D., petrol, long wheelbase, £75.
JOHN HUDSON, Bawtry 362. 834-283

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1954 BEDFORD S 7-8-ton chassis-cab with Bedford reconditioned 300 diesel engine, Bonallack 16-ft. 6-in. alloy body, good tyres, unladen weight 2 tons 19 cwt., one owner, £495. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322, 1480. 834-320
1958 BEDFORD Utilabrake, one owner, 13,000 miles, £500.
1956 BEDFORD CA van, £275. Wray Park Garages, Reigate 2263. 834-346
1953 BEDFORD (R6) 7-ton long-wheelbase tipper.
1951 BEDFORD (petrol) 7-ton drop-side truck.
BARTON MOTORS (PRESTON), LTD., Preston Phone, Preston 4664. 834-367

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**HUNTER VEHICLES, LTD.,**
290 SOUTHBURY ROAD,
ENFIELD.
Phone, Howard 4184.
1953 BEDFORD 3-ton boxvan, A model, petrol.
1955 BEDFORD 5-ton boxvan, A model, petrol.
HIRE-PURCHASE terms arranged. 834-308

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## Used Goods Vehicles (contd.)

**TOM BYATT, LTD.**
1957 6-wheel diesel tipper, two-speed axle, reconditioned throughout.
1957, December, 7-ton long-wheelbase chassis cab (petrol or diesel), excellent condition.
1955 5-ton long-wheelbase diesel tipper.
1954 7-ton long-wheelbase drop-side diesel, good condition.
1954 7-ton long-wheelbase diesel tipper, good condition.
1956 5-ton short-wheelbase diesel tipper, excellent condition.
1956 5-ton short-wheelbase petrol tipper.
1954, July, 4-ton long-wheelbase diesel with container van body, fully guaranteed.
NEW BEDFORDS OF MOST MODELS IN STOCK FOR IMMEDIATE DELIVERY.
PHONE, CALL OR WRITE.
TOM BYATT, LTD.,
FENTON,
STOKE-ON-TRENT.
TERMS. EXCHANGES.
Phone, Stoke-on-Trent 48581 (six lines). 834-439

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1956 BEDFORD long-wheelbase drop-side, £365. 373 East Bank Rd., Sheffield. Phone 29139, 396241. 834-369
1956 BEDFORD R6 tipper, £475.
1950 BEDFORD, petrol, flat, £125.
ERNEST THORPE AND CO., LTD., Thurgoland, near Sheffield. Phone, Stockbridge 2152. 834-392
1954 A-type BEDFORD P6, steel drop-sided body, short-wheelbase tipper, very clean, £350.
1952 S-type BEDFORD P6, short wheelbase, 2-speed axle, very clean, 36 by 8 tyres, £290. Langley Mill 2623, Notts. 834-333

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**CAPITAL MOTOR CO., LTD.,**
BEDFORD MAIN DEALERS,
SCAMMELL DISTRIBUTORS.
NEW BEDFORD 7-ton, 168-in. wheelbase, diesel, drop-side truck.
NEW BEDFORD 7-ton 168-in. wheelbase diesel chassis-cab, for immediate delivery.
NEW BEDFORD semi-utility Busette, immediate delivery.
NEW BEDFORD 25-cwt. diesel, Hawson van, for early delivery.
BEDFORD 10-12-cwt., 15-cwt. vans for early delivery.
BEDFORD 10-12-cwt., 15-cwt. and conversions, in good condition, choice from £200.
REMINGTON ST., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 834-342

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1954 7-ton petrol, steel-bodied tipper, extended sides, excellent mechanical condition, any trial, £325.
1956 Model 7-ton petrol, long-wheelbase drop-side, overhauled and repainted, any trial, £425.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Vic 4933. 834-473
BEDFORD-SCAMMELL unit and 23-ft. trailer, good runner, very good tyres, £150 o.n.o. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 834-430
1953 7-ton BEDFORD drop-side truck, very clean, good tyres and engine, £225. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 834-432
1952 7-ton BEDFORD long-wheelbase truck, £350.
1954 BEDFORD CA vaa, £225.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 834-529

### Bedford Wanted

BEDFORDS wanted! Bedfords wanted! We want Bedfords! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercials), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. zzz-814
A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. zzz-915
BEDFORD. All types wanted.
BEDFORD. All types wanted.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.
GRE 2033-4. zzz-281

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WANTED, BEDFORD 7-ton short-wheelbase diesel tippers. Apply H. C. Simmons and Sons, The Works, Winchelsea Rd., Dover. 834-197
WANTED, 30-cwt. 2-ton BEDFORD truck. Gipsy Mead Service Station, Fyfield, Ongar, Essex. Fyfield 227. 834-399

### B.M.C.

1956 B.M.C. diesel long-wheelbase drop-sided tipper, a very good and useful vehicle, 2-speed axle, power steering, £650; choice of two. Terms and exchanges. RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 834-267
1956 B.M.C. long-wheelbase diesel tipper, Eaton 2-speed axle, power-assisted steering, very clean, £625. H. and N. Motors, Bridgman St., Bolton. Phone, Bolton 827; after hours 4652. 834-447

### COMMER

7-TON tipper, 1950, £195. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 834-163
1957 COMMER TS3, 12-ft. 6-in. Tiverton body with Pilot gear, air brakes, 6-speed overdrive gearbox, reasonably well tyred, one owner from new, £975. COVENTRY AND JEFFS, LTD., Stafford St., Bedminster, Bristol, 3. Phone 64661. 834-95
1957 COMMER EDV, primer, one owner, £305.
1958 COMMER EDV, grey, one owner, £350.
CARRIS MOTORS, LTD., Lewisham Bridge, S.E.13. Lee 8585. 834-195
1949 COMMER (P6) 5-ton platform lorry.
BARTON MOTORS (PRESTON), LTD., Preston. Phone, Preston 4664 834-366

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## Used Goods Vehicles (contd.)

1957 COMMER TS3 diesel artic. unit, Scammell coupling, excellent order, 2-speed axle, £750. Choice of trailers available. Also a number of other good Commer vehicles in stock. Terms and exchanges.
1956 COMMER TS3 diesel long-wheelbase truck, 18-ft. body, a very good vehicle, £650; choice of three.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 834-266

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1957 COMMER 7-ton diesel TS3, open building contractor, wood body with 2-ft. 6-in. high drop sides, and loading bolsters, mileage under 11,500, in excellent condition. Roome, Urswick Rd., Hackney. 834-x1336
1954 COMMER Superpoise Q3 long-wheelbase 3-4-ton boxvan, one C user, roller shutter rear, good tyres, servo, clean throughout, £295. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322, 1480. 834-321
1951 COMMER ambulance, choice of two, very clean, ex-county council personnel carrier, £100 each.
H. F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 834-351
NOVEMBER, 1957, COMMER rigid 6-wheel drop-side 22-ft. truck, any test or trial, £1,265, or terms arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 834-383
COMMER TS3, October, 1958, 6-wheeler with Unipower conversion, 22-ft. platform, in first-class condition, £1,650. Transport Repairers (Liverpool), Ltd. Phone, Central 9421. Queen St., Liverpool, 3. 834-404
1954 COMMER 3-4-ton extended chassis, fitted 18-ft. 6-in. drop-side truck, Perkins P6 engine, vehicle in good order. Terms. Phillip Foster, 106 High St., Uxbridge. Phone 4202. 834-421
COMMER QX, May, 1954, one owner, 19-ft. drop-side body, perfect condition, £300.
PIRBRIGHT GARAGE, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 834-461
1950 Q4 P6 long-wheelbase diesel tipper, good runner, £90. J. Smith. Phone, Weatherby 2197. 834-444
1955 COMMER TS3 long-wheelbase tipper, double ram, well tyred, very clean, £545. H. and N. Motors, Bolton 827. 834-446
1956 COMMER TS3 diesel tipper, alloy body, good condition, £585. Choice of two. Walter Walker (Ecclesfield), Ltd., Ecclesfield, nr. Sheffield. Phone, Ecclesfield 3667. 834-451

### DENNIS

1955 DENNIS Pax drop-side truck, one owner from new, good working order, £425.
HAMBLINS GARAGES, Rectory Rd., Rushden, 3211. 834-187

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**R. A. JORDAN, LTD.,**
MAIN DENNIS DISTRIBUTORS.
(BEDS, CAMBS, PETERBORO' AND N. HERTS)
FOR
NEW AND USED COMMERCIAL VEHICLES.
A SUITABLE CHASSIS FOR EVERY PURPOSE.
PAX 5-7-ton, up to 25-ft. body length.
CONDOR, 8-ton, up to 22-ft. body length.
HEFTY, 9-ton, up to 22-ft. body length.
ALL inquiries welcomed.
PART-EXCHANGE, H.P. terms.
IVEL WORKS, Biggleswade, Beds. Phone, Biggleswade 2265(6). 834-299

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ONE DENNIS Max, 36 by 8 tyres, 20-ft. body, £90.
ERNEST THORPE AND CO., LTD., Thurgoland, near Sheffield. Phone, Stockbridge 2152. 834-390
DENNIS Stork 1955 chassis-cab, £200.
DENNIS Stork, 1954, £115. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 834-462

### Dennis Wanted

LEFT-HAND-DRIVE 6-wheelers, diesel, long-wheelbase, late type, required for export. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 834-435

### DODGE

DODGE Kew long-wheelbase twin-ram tipper, 2-speed axle, good runner, £175. Justice (Underwood), Langley Mill 3182; home, 3625. 834-123
1954 DODGE 4-5-ton boxvan, P4.
COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62692-3-4. 834-220
1957 Medium-wheelbase tipper, 7-ton diesel, £625.
1956 Medium-wheelbase tipper, 7-ton diesel, £550.
1957 Medium-wheelbase tipper, 7-ton diesel, £625.
1955 Long-wheelbase tipper, 5-ton diesel, £195.
JOHN HUDSON, Bawtry 362. 834-285

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MAIN DODGE DISTRIBUTORS.
**FERRARIS OF CRICKLEWOOD, LTD.,**
200-220 CRICKLEWOOD BROADWAY,
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ALL new models prompt delivery.
FULL range of spares for all models.
SALES and service. Perkins diesel service.
SEE our Miscellaneous Section Advertisement for used DODGE vehicles. 834-304

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1957 DODGE 6-ton tipper, P6 diesel, Eaton 2-speed axle, 5-speed gearbox, in good order throughout, £700.
BARTON MOTORS (PRESTON), LTD., Preston. Phone, Preston 4664 (10 lines). 834-368

## Used Goods Vehicles (contd.)

**1957** 106P6 DODGE, platform, 2-speed axle, repainted, excellent condition. Brook Bros. (Hereford) 2354. 834-x1425

**1951** 105 P6 long-wheelbase platform, one owner, immaculate, £225. J. Smith. Phone, Wetherby 2197.

**1954** DODGE 2-3-ton van, P4 diesel engine, 600-cu.-ft., in good condition, £400.

**1952** DODGE Model 64 pantechnicon, 1,350 cu. ft., Baico extension, in excellent condition, £400.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 834-526

### Dodge Wanted

WANTED, DODGE truck T110. Box CM344, care of "The Commercial Motor." 834-230

### E.R.F.

DISMANTLING 1946 4 x 2 tipper, good steel body. Justice (Underwood). Langley Mill 3182; home, 3625. 834-125

**E.R.F.,** Nearly new engine, York 1956 tandem-axled trailer, £900, o.n.o. Hounslow 7315. 834-x1412

**1949** E.R.F. 4LW without body. Thomas Graveson. Ltd., Warton, Carnforth. Phone, Carnforth 381. 834-394

### E.R.F. Wanted

**E.R.F.** Flat platform trucks and tractor units wanted, with or without semi-trailers, any condition. Harford Engineering Co., Ltd., Whiting Rd., Norwich. 834-859

### FODEN

FODEN 6-wheeler, 5LW Gardner, platform body, £125.

FODEN 4LK, 6-ton, £90.

BAYLISS, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 834-225

**1950** FODEN FG 6-wheeler with 22-ft. platform body, 6LW engine in very good running order, well maintained by very large concern, any trial, £750. Terms and exchanges; also other good Fodens in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 834-269

**1956** FODEN 8-wheel tipper, 6LW, double drive, alloy body, 12-speed box, with or without contract, £2,695. Box CM3410, care of "The Commercial Motor." 834-x1426

TWO 1948-49 FODENS, 4LK, platform, good condition, £200 each. Butlin, The Lido, Middleton Rd., Banbury.

FODEN 1950 8-wheeler, 6LW, double drive, £700. Chalfont St. Giles 554. 834-466

FODEN 6-wheeler, ex-M.o.S., first registered 1956, 6LW Gardner, double axle drive, 21-ft. platform body.

FODEN 6-wheeler, ex-M.o.S., unregistered, new heavy duty Pilot tipping gear and dumper body.

PRAILLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221 (six lines). 834-55

### Foden Wanted

FODEN ex-W.D. 10-ton trucks 6 x 4 required, Gardner 6LW engine, 1400 by 20 tyres, good running condition. Please send full details to Box CM3213, care of "The Commercial Motor." 839-8020

### FORD THAMES AND FORDSON

THAMES 10-cwt. vans, primer finished, from £110. Phone, Hampstead 2284. 834-165

**W.** J. BROWN for the full Thames range, 5 cwt.-7 tons, and sound used commercial vehicles. 339 Finchley Rd., Hampstead 2284. 834-166

**1954** FORD Thames ET7 tipper, Perkins, 5-yd. Anthony tipper, £285.

**1955** Unregistered Thames ET7 diesel, long-wheelbase double-drop-side steel bdoy, with Anthony Hydraulic tailboard loader, in excellent condition, £245. W. Fox and Son, 169 Balaam St., E.13. Grangewood 1365. 834-159

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GORDON KING MOTORS, LTD.,

FORD AND THAMES DEALERS.

TRADER 41-seater Duple luxury coach, for early delivery, choice of colour and interior, 6-cylinder diesel.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, for early delivery, £1,145.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, early delivery, £1,170.

TRADER 6D diesel 7-ton 6-yd. Anthony drop-side tipper, 9.00 by 20, immediate delivery, £1,461.

**1953** FORD 10-cwt. van, £125.

HIRE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery, any body built to your requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4. 834-171

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**1952** FORD P6 diesel Sussex 6-wheeler, platform, good runner. £165.

PHONE, EDGWARE 2572. 834-152

**1958** FORD 5-cwt. van, painted and ready for immediate use, £315.

OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 834-148

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B. AND W. MOTORS, LTD.

**1951** FORD tractor unit and Carrimore pantechnicon semi-trailer, converted to diesel Perkins P6 (1957) tractor and trailer, completely overhauled and repainted December, 1958. All inquiries to:—

DERRY ST., Wolverhampton. Phone 20774. 834-119

FORD, model ET7, six-wheelers, fitted with Perkins P6 diesel engines, Anthony hoist, underbody hydraulic tipping gears and 10-cu.-yd. wooden bodies, these machines have gone through our workshops and are ready for immediate work. They are unregistered vehicles, £650 each. Woodlands Motors (Thundersley), Ltd., Manor Trading Estate, Thundersley. Phone, South Benfleet 2788. 835-8059

## Used Goods Vehicles (contd.)

WELLSTON MOTOR CO., LTD.,

381-9 WEST GREEN ROAD, LONDON, N.15.

Phone, Bowes Park 6821.

OFFER FROM STOCK

NEW LUTON VANS FOR IMMEDIATE DELIVERY.

NEW FORD Trader 5-ton forward-control 1,700-cu.-ft. Luton van.

NEW FORD Trader 7-ton forward-control extended chassis fitted with 20-ft. platform body, 900 by 20 12-ply tyres.

USED VEHICLES.

**1955** FORD 3-4-ton diesel 1,200-cu.-ft. Luton van.

**1955** FORD 3-ton 4D drop-side truck, £365. 834-87

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**1959** THAMES Trader 7-ton platform truck, one owner, 12,000 miles only, grey and unlettered, £1,075. Colindale 9671. 834-208

SPURLING CITY DEPOT offer:—

**1954** Thames 4-cylinder petrol 3-ton boxvan.

SPURLING MOTOR BODIES, LTD., 176-9 Shoreditch High St., E.1. Sho 8433. 834-218

**1958** Thames Trader 6 diesel, 7-ton long-wheelbase truck, in excellent order, one owner, £750.

**1958** Thames Trader 6 diesel tipper, steel body, in excellent order, one owner, £675.

**1957** Thames 4D diesel tipper, very low mileage, excellent order, £350.

**1955** Thames P6 diesel tipper, excellent order, one owner, £250; choice of four. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175.

**1958** Thames Trader, 6D diesel, 7-ton, 6-cu.-yd. Edbro drop-side tipper, good condition, one owner driver. W. Rowlings, Olney, Bucks. Phone, Olney 286. 834-293

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FRANK G. GATES, LTD.,

MAIN FORD DEALERS,

GATES CORNER, E.18.

Wan 6633.

**1956** Thames, Perkins P6 diesel, 5-cu.-yd. steel tipper, very clean, £345.

**1954** Thames Cost Cutter engine, long-wheelbase truck, £265.

**1957** Long-wheelbase 4D Thames truck, £415.

**1957** 4D Thames extra long-wheelbase truck, £395. 834-324

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G.T.C. (COMMERCIALS), LTD.

**1956** FORD 4D diesel 3-ton short-wheelbase drop-side truck, good order, £265.

**1956** FORD 30-cwt. Cost Cutter boxvan, one owner, £175.

**1955** FORD 4D diesel 4-ton long-wheelbase truck, £295.

**G.T.C.** (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242. 834-511

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**1956** Thames 30-cwt. truck, 30,000 miles, first-class condition, best offer. Cripps Bros., Sidcup. Phone, Foo 2629. 834-322

**1959** FORD Trader 6D flat, guaranteed mileage, one owner, £1,002.

ERNEST THORPE AND CO., LTD., Thurgoland, near Sheffield. Phone, Stockbridge 2152. 834-391

**1951** FORD 5-cwt. van, excellent runner, £75. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 834-340

**1958** FORD Thames 5-ton Trader, diesel, mileage 12,000, fitted insulated meat van body with walk in tailboard, three meat rails and sheep rail, spare wheel unused, condition as new, one owner, £1,750. Nottingham Car Mart, Ltd., Mansfield Rd., Daybrook, Nottingham. Phone 26-7245-6-8. 834-509

**1958** 15-cwt. Thames van, in excellent condition, £385.

**1956** 5-ton FORD D long-wheelbase truck, £500.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 834-528

### Ford Thames and Fordson Wanted

WANTED, FORD 4D vans and Perkins, all capacities. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 834-422

### G.M.C.

TWO G.M.C. Model CCKW353 6 x 6, converted to right-hand drive and fitted with Perkins P6 diesel engines. Edbro hydraulic underbody tipping gears and 8-cu.-yd. wooden bodies. These vehicles have been well maintained and are ready to go to work. Woodlands Motors (Thundersley), Ltd., Manor Trading Estate, Thundersley. Phone, South Benfleet 2788. 835-8058

### GUY

GUY Vixen long-wheelbase drop-side truck, Perkins diesel engine, first registered November, 1955, unladen weight 3 tons 1 cwt., £450. Mansfields, Ltd., 17 Cornfield Rd., Eastbourne. Eastbourne 3003. 834-196

**1953** GUY Otter, long wheelbase, Perkins P6, Eaton 2-speed axle. C. Russett, 155 Millbank St., Northam, Southampton Phone 26590. 834-221

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THE GREATEST BARGAINS.

GUY Otter, Perkins P6 engine, 17-ft. 6-in. platform body, 13-ft. 6-in. wheelbase.

**1955** GUY Otter, Perkins P6 diesel engine, 17-ft. 6-in. platform body, 4-wheeler, 14-ft. wheelbase, unladen weisht 3 tons 7 cwt.

**1955** GUY Otter, Gardner 4LK diesel engine, 18-ft. platform body, 4-wheeler, 14-ft. 9-in. wheelbase.

T.G.B. MOTORS, LTD.,

PRIMROSE ENGINEERING WORKS,

CLITHEROE, LANCS, 784 (FOUR LINES). 834-378

## Used Goods Vehicles (contd.)

GUY, 1954, integral Luton, 1,500 cu. ft., Gardner 4LK diesel engine Eaton 2-speed axle, £850. Cli 5920. 834-310

**1953,** July, GUY Otter platform truck, P6, Eaton 2-speed axle, choice of two, each £225.

**G.** R. HARTWELL, LTD., South Oxford Garage, Abingdon Rd., Oxford 48291. 834-515

### LAND ROVER

**1950** LAND ROVER, hard top, very clean and smart, £175. Edgware 2572. 834-150

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HUNTER VEHICLES, LTD.,

290 SOUTHBURY ROAD,

ENFIELD.

Phone, Howard 4184.

**1955** LAND ROVER (petrol) station wagon, hard-top with seats and side windows, one owner, in excellent condition.

HIRE-PURCHASE terms arranged. 834-307

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**1958** LAND ROVER, 88-in. wheelbase, petrol, in excellent order, £495.

**1952** LAND ROVER, 88-in. petrol model, £275. Wray Park Garages, Reigate 2263. 834-344

**1951** LAND ROVER, short-wheelbase, petrol, good condition, £210.

**1951** LAND ROVER, short-wheelbase, petrol, good condition, £240.

**1952** LAND ROVER short-wheelbase, petrol, good condition, £225.

**1952** LAND ROVER, short-wheelbase, petrol, good condition, £225.

**1953** LAND ROVER, short-wheelbase, petrol, good condition, £250.

**1955** LAND ROVER, short-wheelbase, petrol, good condition, hard-top assembly, with side windows, £400.

**1956** LAND ROVER, short-wheelbase, petrol, hard-top assembly, good condition, £425.

**1957** LAND ROVER, short-wheelbase, petrol, good condition, £475.

**1958** LAND ROVER, long-wheelbase, diesel, good condition, £600.

**1958** LAND ROVER, long-wheelbase, diesel, good condition, £600.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey Phone, Guildford 62907. 834-530

NEW LAND ROVER Series II 88-in. wheelbase, petrol, early delivery, £650.

NEW LAND ROVER Series II 88-in. wheelbase, diesel, early delivery, 740.

NEW LAND ROVER Series II 109-in. wheelbase, petrol, immediate delivery, £730.

NEW LAND ROVER Series II 109-in. wheelbase, diesel, immediate delive-y £820.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 834-527

### LEYLAND

BROWNHILLS MOTOR SALES.

**1955** LEYLAND Comet coal tipper, 14-ft. 6-in. body, £950.

NEW LEYLAND Comet from stock.

SEE OUR ADVERTISEMENT UNDER USED GOODS -VEHICLES UNCLASSIFIED.

BROWNHILLS MOTOR SALES,

WATLING STREET (A5),

BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 834-113

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**1957,** October, LEYLAND Comet, N.C., long-wheelbase twin-ram tipper, high-sided coal body, low mileage.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone 0470, 1047. 834-184

JEFFREYS COMMERCIAL MOTORS, Neath Rd., Swansea 7288-71859. 834-189

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STANLEY HAULAGE,

MANOR HOUSE,

HOCKCLIFFE,

BEDS.

Hockcliffe 350.

**1955** LEYLAND Comet short-wheelbase tipper, 11-ft. 10-in. timber body.

**1956** LEYLAND Comet medium-wheelbase tipper, 14-ft. timber body.

**1954** LEYLAND Comet short-wheelbase tipper, 10-ft. 6-in. timber body.

**1950** LEYLAND 75 short-wheelbase tipper, 10-ft. timber body. 834-507

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**1955** LEYLAND Comet, long-wheelbase tipper, 90 engine, 2-speed axle, drop-sided body, in very good order, £850.

**1954** LEYLAND Comet, long-wheelbase truck, 18-ft. drop-side body, 2-speed axle, one owner, good order, £650.

**1950** LEYLAND Comet 90, articulated unit, S.A.E. coupling, 2-speed axle, in good running order, £550.

ALSO a number of other good LEYLAND 4-, 6- and 8-wheelers.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 834-273

**1957** Forward-control Comet tractor unit, Model ECOS 2/7R with 14-ton York 25-ft. semi-trailer, vacuum brakes, fifth-wheel couplings, choice of two.

**1955** Comet with drop-side truck body.

**1956** Hippo 6-wheeler, 24-ft. platform, very clean vehicle.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 834-314

**1949** LEYLAND Comet cab and chassis, £195.

**H.** F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 834-350

### MAUDSLAY

**1950** MAUDSLAY 8-wheeler, 9.6 A.E.C. engine, double drive, good running order, £600, terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 834-261

## Used Goods Vehicles (contd.)

MAUDSLAY 1950 8-wheeler, double drive, 9.6 A.E.C. engine, excellent condition, £625. Chalfont St. Giles 334. 834-465

### MORRIS AND MORRIS-COMMERCIAL

EX-W.D. 4 x 4 tractors with winch, from £100 each. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 834-802

### PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penrhyn Rd., Kingston 5618. 834-170

1955 MORRIS 1-ton van, grey, £250. Colindale 9671. 834-205

MORRIS J2, 15 cwt., very low mileage, with passenger seats and absolutely as new. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 834-339

1957 MORRIS 10-cwt. van, good condition, £365.

1954 MORRIS 10-cwt. van, £275.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 2907. 834-525

### RUTLAND

1954 RUTLAND tipper, Gardner 5LW, 5-speed gearbox, Eaton 2-speed axle, Pilot twin-ram 14-ft. 6-in. body, 9.00 by 20 tyre equipment, at reduced price of £450.

WOODYATT MOTORS, LTD., Milton Rd., Southend-on-Sea 43344. 834-191

### SCAMMELL

SCAMMELL MH6 and MH3 units and trailers; several special vehicles, pole wagons, low-loaders available. Spares. Tilleys, Ltd., Wolverton, Buckinghamshire. 834-776

1950 SCAMMELLS, 6LW engines, Homalloy 24-ft. flats, 8-wheelers, in first-class condition, choice of three.

FALKNER MOTORS LIVERPOOL, LTD., 313 Edge Lane, Liverpool, 6. Anfield 4745. 834-2

1950 SCAMMELL 25-ton low-loader, 20 ft. in well, knock-out axle and excellent outfit.

1947 SCAMMELL with Dyson 25-ton low-loader, 20 ft. in well, knock-out axle, a first-class outfit.

ALSO a number of other good SCAMMELL vehicles in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 834-270

1947 SCAMMELL rigid 8, cab and chassis, £285.

H. F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 834-352

### SEDDON

1955 SEDDON P3 diesel 25-cwt. van-personnel carrier, really smart vehicle, tyres as new, £385. Edgware 2572. 834-149

DISMANTLING 1954 SEDDON with twin ram tipper. Justice (Underwood), Langley Mill 3182; home, 3625. 834-128

1952 SEDDON diesel 7-tonner, 20-ft. drop-side alloy body, £395. Choice of three.

1951 SEDDON diesel 7-tonner, 20-ft. drop-side alloy body, £350.

ONE owner since new, ready for work, good tyres.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. 834-254

1953 SEDDON 7-ton tipper, alloy body, £295. Walter Walker (Ecclesfield), Ltd., Ecclesfield, nr. Sheffield. Phone, Ecclesfield 3667. 834-452

1949 6-ton drop-side truck, P6 engine, good all-round condition, £145.

MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Vic 4933. 834-474

### SENTINEL

1956 SENTINEL medium 6-wheeler, Sentinel 6-cylinder diesel engine, air brakes, synchro-mesh gearbox, Michelin X tyres, all very good condition, £1,000. Hartwell Motors, Charminster Rd., Bournemouth. Winton 1777. 834-426

### STANDARD

1956. November, STANDARD 12-cwt. pick-up, in green, one owner, 30,000 miles, excellent condition, £260. Wray Park Garages, Reigate 2263. 834-343

### THORNYCROFT

EX-W.D. 4 x 4 trucks, good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 834-803

1954 THORNYCROFT 8-wheeler, 24-ft. platform body, air brakes, double drive, unused since 1956, very low mileage, one owner, a very large concern, bargain, £1,100.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 834-260

1955, June, Sturdy Star, diesel, very clean cab and chassis, 8.25 by 20 tyres, choice of two at £225 each o.n.o.

1950 6-wheeler, air brakes, 22-ft. body, clean, £245. Langley Mills 2623, Notts. 834-331

1955 Sturdy Star sided platform wagon, £220; or would exchange for two Scammell 8-10-ton trailers, cash adjustment. Noblett and Underwood, Ltd., 21 Jockey St., Warrington. 834-373

### TROJAN

#### Trojan Wanted

WANTED, TROJAN low-mileage models, 1955 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. zzz-688

### VULCAN

7GF VULCAN, 1950, drop-side lorry, Gardner engine, in good condition, price approximately £200, or offers.

DARTMOUTH GARAGE, 384-386 High St., West Bromwich. Phone, Wes 2441-6. 834-24

## Used Goods Vehicles (contd.)

### UNCLASSIFIED

### HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock, 20 tons tandem axle up to 27 ft.

TRADE for Gloucester, Wiltshire, Somerset, Devon and Cornwall.

### NEW VEHICLES IN STOCK.

A.E.C. Mercury Mark II, Pilot underbody tipping gear, aluminium insulated body, £3,145.

DYSON 15-20-ton low-loading semi-trailer, 20 ft. in well, S.A.E. coupling, vacuum brakes, £1,575.

YORK 12-ton 26-ft. platform trailer, 9.00 by 20 10-ply tyres, £860.

YORK 10-ton 25-ft. platform trailer, 9.00 by 20 10-ply tyres, £700.

YORK 12-ton low-loading trailer, S.A.E. coupling, 16 ft. in the well, air brakes, £1,100.

YORK 16-ton low-loading trailer, 18 ft. in the well, S.A.E. coupling, air brakes, complete with winch, £1,300.

LEYLAND Octopus, new, long-wheelbase 8-wheel chassis and cab, model 24.0/4, .680 engine, double-drive, £5,872 12s.

BEDFORD, new, 7-ton short-wheelbase U-shaped tipper, 9.00 by 20 12-ply tyres, 2-speed rear axle, 5-speed gearbox, £1,848 10s. 6d.

BEDFORD, 7-ton, 156-in. wheelbase, drop-side, with Leyland 350-cu.-in. engine, 5-speed gearbox, single-speed axle, on 9.00 by 20 12-ply tyres, £1,670.

### STACKER.

HYLOVEYOR Model HL231DH, unused, 50 ft. long, powered by 6 h.p. 3-phase electric motor, the Lift is hydraulically adjustable to a height of about 30 ft. £900.

### LONG WHEELBASE.

LEYLAND Octopus 1951 long-wheelbase drop-side 8-wheeler, in good condition throughout, £1,000.

BEDFORD 1957 R6 Boys rigid 6-wheeler, exceptionally good condition throughout, £1,250.

LEYLAND Comet, long-wheelbase, 1951, normal control, good condition throughout, 18-ft. platform body, £600.

BEDFORD 1954 A-type P6 long-wheelbase, double-drop-side, one owner, good condition, tyres fair, ready for work, £325.

GUY Otter, 1953, P6, 2-speed axle, platform body, good condition, choice of three, £500 each.

SEDDON 1948 to 1953 long-wheelbase platform, choice of three, £75-£175.

LEYLAND Comet 1948 long-wheelbase platform, £200.

MAUDSLAY 1948 twin steer long-wheelbase platforms, choice of three from £125-£300.

BEDFORD 1951 7-ton petrol long-wheelbase platform, good condition throughout, £300.

BEDFORD 1954 7-ton long-wheelbase fitted with Baico 5-ft. wheelbase extension and new 20-ft. platform body, Perkins R6 Mark II engine recently fitted, 9.00 by 20 tyres all round; this vehicle is in exceptionally good condition throughout, £900.

E.R.F. 1945 7½-ton long-wheelbase platform, A.E.C. 7.7 engine, in good condition, £175.

E.R.F. 1943 standard long-wheelbase, 5LW Gardner engine, £175.

DENNIS Max 1946 7½-ton diesel, this vehicle is in exceptionally good condition, recently fitted with new cab, over £800 has been spent on it in the past 18 months, £350.

BEDFORD 1956 A-type, P6, long wheelbase, double-drop-side, in good condition throughout, choice of two, £450.

BEDFORD, 1954, R6, standard drop-side, good condition, £400.

BEDFORD 1951 S-type 7-ton, long wheelbase, fitted with Perkins P6, fair condition, £200.

B.M.C. 1956 7-ton, wood double-drop-side body, in exceptionally good condition throughout, £600.

### TRAILERS AND ARTICULATED.

ALBION 1951 tractor unit, Meadows 4-cylinder diesel engine with Carrimore coupling, £325.

E.R.F. 1946, Gardner 5LW, complete with new 20-ft.-in-the-well 15-20-ton Dyson low-loading trailer, S.A.E. coupling, in exceptionally good condition throughout, tractor unit, is ex well-known C-licence user, £2,000.

MAUDSLAY tractor unit, fitted with latest-type A.E.C. cab and radiator grille, A.E.C. fully reconditioned 7.7 engine, completely rewired, new batteries, in exceptionally good condition throughout, fitted with new York 18-ft.-in-the-well 15-20-ton low-loading trailer, £2,000.

ALBION 1951 HD53L diesel tractor unit, good unit but in serious engine trouble, as is, £325.

AUSTIN 1952 Loadstar tractor unit, 21-ft. Tasker trailer, good condition throughout, £425.

### TIPPERS.

A.E.C. 1956 Mammoth Major double-drive 8-wheeler, 9.6 engine, aluminium large-capacity fixed-side tipper; this machine is in exceptionally good condition throughout and is on all good tyres, £2,750.

DODGE 1956 forward-control 7-ton long-wheelbase, R6, large-capacity wood-body tipper, £675.

LEYLAND 1949 double-drive 6-wheel Hippo, underbody tipper, good condition throughout, £900.

E.R.F. 1949, 5LW Gardner, standard wood-body tipper, very careful operator, £750.

AUSTIN 1955 5-ton standard steel-body tipper, in good, clean condition and ready for work, £375.

COMMER 1956 TS3 diesel, fitted with underbody tipping gear and standard wood drop-side body, in exceptionally good condition throughout, £700.

BEDFORD 1953 S-type petrol 7-ton standard steel tipper, on all good 8.25 tyres, £300.

BEDFORD 1954 A-type 5-ton, P6, standard wood-body tipper, £400.

DODGE 1955 P6 standard tipper, in fair condition, only £250.

AUSTIN 1947 registered W.D.-type rigid 7-wheeler, Perkins P6, front-ram tipper, wood body, fair condition throughout, £225.

### HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines). 834-52

## Used Goods Vehicles (contd.)

### FORD AND SLATER, LTD.,
### LEYLAND, ALBION, SCAMMELL.

### TIPPERS.

1958 LEYLAND Comets, medium-wheelbase, 14-ft. alloy and timber fixed- and drop-sided bodies, good selection of each.

1958 LEYLAND Comet, short-wheelbase body, 11 ft. 6 in. alloy, fixed-sided body.

1958 LEYLAND Comet, forward-control short-wheelbase 12-ft. timber drop-sided body.

1956 LEYLAND Comet, short-wheelbase 10-ft. 6-in. alloy fixed-sided body.

1956 LEYLAND Comet, medium-wheelbase 14-ft. by 7-ft. by 2-ft. timber drop-sided body.

1956 LEYLAND Comet, medium-wheelbase 14-ft. by 7-ft. by 2-ft. 9-in. timber drop-sided body.

1955 LEYLAND Comet, medium-wheelbase 13-ft. 4-in. by 7-ft. by 4-ft. timber fixed-sided body.

1954 LEYLAND Comet, medium-wheelbase 14-ft. by 7-ft. by 3-ft. 6-in. timber fixed-sided body.

1954 LEYLAND Comet, forward-control, 12-ft. timber drop-sided body.

1951 LEYLAND Comet, short-wheelbase 7-cu.-yd. steel fixed-sided body.

1958 FORD Trader 7-ton 6D, 6-cu.-yd. steel fixed-sided body.

1955 BEDFORD 5-ton P6, 13-ft. timber drop-sided bodies. Choice of two.

1954 BEDFORD 7-ton petrol, 6-cu.-yd. steel body.

1958 BEDFORD 7-ton diesel, 11-ft. by 2-ft. steel fixed-sided body.

1958 BEDFORD 7-ton diesel, 14-ft. by 7-ft. by 4-ft. steel fixed-sided body.

1955 MORRIS 5-ton diesel, 5-cu.-yd. timber fixed-sided body.

1951 MORRIS 5-ton diesel, 5-cu.-yd. timber drop-sided body.

1955 ALBION Chieftain, 10-ft. 6-in. alloy fixed-sided body.

1957 (Registered) LEYLAND Hippo, 16-ft. 6-in. steel fixed-sided body.

1948 (Registered) LEYLAND Hippo, 16-ft. 6-in. steel drop-sided body.

1943 DODGE petrol tipper, short-wheelbase timber drop-sided body.

1949 DODGE petrol tipper, short-wheelbase timber drop-sided body.

### PLATFORM.

1955 LEYLAND Comet, forward control, long wheelbase, chassis and cab.

1958 LEYLAND Comet, forward control, long wheelbase, 19-ft. timber flats; choice of two.

1957 BEDFORD 7-ton, Comet engine, 16-ft. timber drop-side body; choice of two.

1939 FODEN 8-wheeler, 24-ft. timber flat.

1954 LEYLAND Comet, Scammell artic. unit.

1957 AUSTIN 5-ton, diesel, 14-ft. 3-in. timber flat.

1958 AUSTIN 5-ton, diesel, 14-ft. 3-in. timber flat.

1955 BEDFORD 5-ton, P6, 14-ft. timber drop-side body.

1955 SEDDON 5-ton, P6, 14-ft. timber drop-side body.

1948 MAUDSLAY 7-ton, 19-ft. timber flat.

1948 MAUDSLAY twin steer, 20-ft. timber flat.

1954 SENTINEL 7-ton, 17-ft. 9-in. timber flat.

1948 SENTINEL 7-ton, 17-ft. 5-in. timber drop-side body.

1951 (Registered) ALBION CX23 6-wheeler, 18-ft. 8-in. timber flat.

1941 A.E.C. 6-wheeler, 20-ft. timber flat.

1954 ATKINSON, 17-ft. 10-in. timber flat with 2-ft. tailboard.

1958 BEDFORD 7-ton diesel, 11-ft. by 2-ft. steel fixed-side body.

1956 BEDFORD 7-ton, R6, 16-ft. 2-in. timber flat.

1954 ALBION Chieftain, 16-ft. timber flat.

1955 BEDFORD van, 7-ton, 950 cu. ft.

### FORD AND SLATER, LTD.,
### LEYLAND, ALBION.

GWENDOLEN ROAD, LEICESTER.
Phone 36117-9. 834-98

### BROWNHILLS MOTOR SALES.

Phone, Brownhills 2307, 2336 and 2392.

### LEYLAND. ALBION. SCAMMELL.

AUTHORIZED DEALERS.
24-HOUR HEAVY-DUTY BREAKDOWN SERVICE.

1955 LEYLAND Comet coal tipper, 14-ft. 6-in. body, £950.

1955 ALBION Chieftain, 17-ft. wooden platform body, £700.

1953 ALBION 8-wheeler, 15-tonner, £1,000.

1955 THORNYCROFT Sturdy Star, 14-ft. 6-in. tipping body, £850.

23-FT. SCAMMELL 8-ton trailer, £200.

1953 LEYLAND Comet, 18-ft. 6-in. drop-side body, choice of two, £750.

1954 LEYLAND Comet, 14-ft. 6-in. tipping body.

1954 A.E.C. 8-wheeler, 21-ft. alloy drop-side tipping body, A.E.C. 9.6 engine, £1,750.

1955, Late, DODGE cattle truck fitted 19-ft. container body, new engine, diesel.

1950 ALBION 8-ton diesel.

1954 AUSTIN 5-ton tipper.

### BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392.

834-117

## Used Goods Vehicles (contd.)

### END-OF-YEAR SALE.

UNBEATABLE COMMERCIAL BARGAINS.
FINEST SELECTION IN GREAT BRITAIN.

**1958** FORD 6D Trader with 9.00 by 20 tyres, 7-ton cabin chassis, as new throughout, 160-in. wheelbase, £815.
**1958** FORD 6D diesel 5-ton chassis and cab, 34,000 miles and app. 152-in. wheelbase, as new, £795.
**1958** BEDFORD D-type, 300 engine, 5-ton cab and chassis, condition equal to new, £715.
**1957** BEDFORD short-wheelbase tipper, 300 engine, £775.
**1957** BEDFORD 7-ton flat with 300 engine, S type, £745.
**1956** BEDFORD 5-ton short-wheelbase tipper, P6 engine, wooden drop-side body, £550.
**1956** DODGE articulator unit, B.T.C. coupling, P6 engine, to clear, £275.
**1956** COMMER short-wheelbase tipper, very clean, £750.
**1956** (December 31) BEDFORD short-wheelbase drop-side steel-bodied tippers, P6 diesel engine, choice of three, bargain, each new condition, £465.
**1956** COMMER TS3 tipper, £825.
**1956** COMMER TS3 18-ft. 6-in flat, 900 by 20 tyres, £735.
**1956,** September, long-wheelbase MORRIS 4-cylinder diesel drop-side truck, immaculate, £375.
**1956,** October, BEDFORD long-wheelbase 5-ton drop-side truck, immaculate, £645.
**1956,** December B.M.C. 7-ton drop-side truck with power steering, Eaton 2-speed axle, new engine, £675.
**1955,** September, BEDFORD S-type 7-ton long-wheelbase drop-side truck, petrol, to clear, £265.
**1955** BEDFORD petrol Luton van, 850 cu. ft., £395.
**1955** AUSTIN LD1 diesel van, £345.
**1955,** November, FORD 4D 30-cwt. diesel van, £275.
**1955** SEDDON truck, P4 engine, £395.
**1955** BEDFORD 7-ton diesel tipper, £585.
**1955** FORD 4D, Baico extension, 1,400-cu.-ft. Luton van, £650.
**1954** BEDFORD A-type 5-ton petrol drop-side flat, £225.
**1954** DODGE drop-side truck, 9.00 by 20 tyres, very sound, £395.
**1954** AUSTIN articulated unit, P6 engine, Eaton 2-speed axle with 22-ft. drop-side Tasker trailer, only needs seeing, £625.
**1954,** October, BEDFORD S-type petrol coach-chassis, 23-ft. drop-side body, £375.
**1954** DODGE long-wheelbase drop-side truck, Perkins diesel, 9.00 by 20 tyres, in first-class condition, £395.
**1951** BEDFORD 5-ton long-wheelbase drop-side truck, petrol, tyres very good, £135.

NOTE: ALL VEHICLES COMPLETELY OVERHAULED AND TURNED OUT AS NEW.

YOUR INSPECTION INVITED.

LET US QUOTE A BODY (ALL TYPES), BUILT TO YOUR OWN SPECIFICATION.

**W. JONES (MANCHESTER), LTD.,**
TROJAN AGENTS.
RUTLAND STREET GARAGES, SWINTON.
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Garage open daily (including Sunday).
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**COVENTRY AND JEFFS, LTD.,**
COMMERCIAL VEHICLE SPECIALISTS.

NEW, FOR IMMEDIATE DELIVERY:—

SEDDON 7-tonner, Leyland engine, 20-ft. double-drop-side body, list price.
DODGE forward-control Model 3144Y, 7-ton tipper, Eaton axle, rear helper springs, front shock absorbers, list price.

TIPPERS. TIPPERS. TIPPERS.

**1956** BEDFORD 5-ton standard tipper, brakes over-hauled, reconditioned rear axle, good mechanical condition, £650.
**1956** SEDDON Mk. 5SI/2, 15-ft. body, Eaton 2-speed axle, P6 engine, long-wheelbase tipper, 9.00 by 20 tyres, very good vehicle, clean, ready to work, £775.
**1954** DODGE 103AP6, fair condition, £350.
**1955** BEDFORD standard 5-ton tipper, 8.25 by 20 tyres, clean, ready to work, £600.

FLATS, DROP-SIDE TRUCKS.

**1953** FORD, Perkins P6 engine, flat platform, suitable for cattle truck body, £300.
**1953** GUY Otter long-wheelbase drop-side, P6 engine, 2-speed axle, reasonably well tyred, £325.
**1956** B.M.C. long-wheelbase double-drop-side truck, new engine fitted, very good vehicle, £650.

**ATKINSON. DODGE. FORD. SEDDON.**
24-HOUR SERVICE.
USED COMMERCIAL VEHICLE DEPOT:—
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BRISTOL, 1.
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## Used Goods Vehicles (contd.)

**THE MILLBURN ORGANIZATION**
PRESTON,
LONGTON, LANCS 3255-6.
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COMMERCIAL AND PASSENGER VEHICLE SPECIALISTS.
AUTHORIZED DEALERS,
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EARLY DELIVERY ALL MODELS.

**1957,** December, A.E.C. Mustang twin steer platform lorry, new engine recently fitted at a cost of £600, excellent condition throughout, unladen weight 3 tons 19 cwt. 4 lb.
**1956,** October, GUY Invincible 8-wheel 21-cu.-yd. hydraulic tipper, U-shaped alloy body, good order throughout.
**1955** AUSTIN 2-3-ton drop-side lorry, good order throughout, unladen weight 2 tons 6 cwt. 28 lb.
**1952** VANGUARD van, new differential, first-class order.
**1949** MAUDSLAY 8-wheel chassis and cab, 9.6 A.E.C. unit.
**1949** ATKINSON 4LK platform lorry, good order, unladen weight under 3 ton.
**1948,** October, ATKINSON 4LW 18-ft. platform lorry, good order including tyres, unladen weight 4 tons 19 cwt. 35 lb.
**1948** SEDDON P6 unit 16-ft. 6-in. platform lorry, good running order, unladen weight 2 tons 17 cwt. 67 lb.
**1948** ALBION FT3 petrol unit, 16-ft. 6-in. platform lorry, good order, ex-brewery.

FORK LIFTS.

FORK lift trucks, 3,000 to 6,000 lb. capacities, 9-ft. and 12-ft. lifts, also Morris versatile 5-ton mobile crane, electrically operated with Perkins diesel unit, mounted on 4-wheel chassis, all in new condition.

ENGINES.

LEYLAND 7.4 engines, complete with gearbox, from £100 each.
LEYLAND 8.6 engines, complete from £35 each.
A.E.C. 7.7 engines, complete from £80 each.
LEYLAND Comet engines and gearboxes.
GARDNER 5LW engines, complete from £80.
GARDNER 5LW engines, complete with Dennis fly-wheels and conversion parts.

**MILLBURN MOTORS (PRESTON), LTD.,**
WALMER BRIDGE,
LONGTON, PRESTON.
Phone, Longton, Lancs 3255-6. 834-11

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**MORTON'S GARAGE, LTD.,**
BINLEY ROAD
COVENTRY.
Phone 53354.

IMMEDIATE or early delivery on all Commer and Karrier Commercials from 7 cwt. to 12 tons, petrol and diesel.
**1956** COMMER TS3 7-ton short-wheelbase tipper, diesel.
**1955** SENTINEL long-wheelbase tipper, diesel (choice of two).
**1954** MORRIS-COMMERCIAL 5-ton, diesel, 45-in. Baico extension, flat platform.
**1956** COMMER 8-cwt. van, unpainted.

WE NEVER CLOSE. zzz-838

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**OVER HALL GARAGES, LTD.**
SELECTION BEDFORD vans.
**1954** 10-ton BEDFORD tractor unit, Scammell coupling, diesel.
**1955** BEDFORD long-wheelbase tipper.
IMMEDIATE delivery new BEDFORD 7-ton long-wheelbase.

**OVER HALL GARAGES, LTD.,**
STAINES ROAD, BEDFONT, MIDDX.
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**1955** COMMER 7-ton tipper, diesel, alloy body, service engine.
**1951** COMMER 25-cwt. super capacity van.
**1951** VULCAN P6 drop-sider.
**1952** LEYLAND Comet drop-sider.
**1955** MORRIS Cowley van.
**1952** COMMER 7-ton petrol long-wheelbase truck.
**1955** STANDARD pick-up.
**1956** FORD 4D Thames tipper, small mileage.
**1952** BEDFORD Scammell tractor, Comet engine.
**1947** SEDDON P6 tipper.
**1950** DODGE petrol truck, fitted with cattle container.
**1955** BEDFORD diesel truck.
**1951** FODEN 6LW 8-wheeler, platform lorry.
**1956** MORRIS truck.

**NEWCASTLE (STAFFS) MOTOR CO., LTD.,**
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TRENT VALE,
STOKE-ON-TRENT.
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## Used Goods Vehicles (contd.)

**ROOTES, LTD.**
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THE PAVILION.
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**1956** AUSTIN 1-ton (diesel) van, moderate mileage, £415.
**1954** BEDFORD 5-ton (diesel) drop-side, £345.
**1954** MORRIS Cowley Kenex 7-seater conversion, £265.

**BIRMINGHAM, 18.**
GREAT HAMPTON STREET.
CEN 8411.

**1958** AUSTIN 15-cwt. van, 2-tone blue, £410.
**1957** COMMER Express delivery van, grey, black roof, small mileage, £335.
**1955** MORRIS J-type 10-cwt. van, £205.
**1955,** August, Thames 10-cwt. van, blue, £170.
**1955** COMMER 15-cwt. truck, grey, £175.
**1954** AUSTIN Loadstar, Perkins P6 engine, extended wheelbase, £280.
**1953** Thames 2-ton platform lorry, crimson, £130.
**1952** AUSTIN 3-way van, ex C-licence operator, £115.
**1952** COMMER 25-cwt. Superpoise van, 2-tone grey, ex C-licence, £110.
**1950** COMMER Q4 drop-sider, green, £115.
**1953** BEDFORD drop-sider, painted maroon, £415
**1949** BRADFORD van, maroon, £35.

**ROCHESTER.**
HIGH STREET.
CHATHAM 42231.

**1955** FORD Thames conversion, grey, one owner, good condition, side windows, £200.
**1954** COMMER Express delivery van conversion, green, one owner, very good condition, £360.
**1954** COMMER diesel truck, green, recently resprayed, good running order, £299.
**1954** FORDSON 10-cwt. van, fawn, one owner, good condition, £235.
**1954** BEDFORD Utilibus, black, good condition, £339.
**1956** MORRIS 1-ton van, blue, one owner, good condition, £349.
**1955** AUSTIN A40 pick-up, blue, one owner, good running order, £200.

**MANCHESTER.**
OLYMPIA, CHESTER ROAD.
BLA 6677.

**1939,** May, DENNIS 7-cu.-yd. refuse collector tipper, in good running order, low-loading chassis, £35.
**1947,** November, KARRIER 3-ton refuse collector tipper, in good running condition, low-loading chassis, suit greengrocer if flat body fitted, £75.
**1955,** July, BEDFORD 5-ton diesel engine, tilt van body, good condition, £425.
**1956,** February, BEDFORD tractor S-type diesel engine, good condition, good tyres, taxed, £525.
**1956,** June, SCAMMELL Scarab 3-ton petrol and trac-trailer, good tyres, excellent condition, C licence owner, £575.
**1948,** October, COMMER Q3 3-ton drop-side lorry, excellent condition, good tyres, C licence user, £125.
**1950,** June, KARRIER Bantam 2-ton tipper, chrome bore engine, Pilot gear, panel-sided body, very good running order, C licence operator, £150. 834-213

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**CLOCK GARAGE,**
COLESHILL ROAD, CASTLE BROMWICH.
OFFER the following attractive used commercial vehicles:—
**1955** Thames 10-cwt. van, £170.
**1952** AUSTIN 3-way van, £115.
**1955** COMMER 15-cwt. drop-side truck, £175.
**1950** COMMER Q4 drop-side truck, £115.
KARRIER Bantam 2-3-ton semi Luton van, first registered 1955, 15,000 miles, offers required.
**1958** AUSTIN 15-cwt. van, repainted, £410.
**1957** EDV, £335.
**1954** AUSTIN Loadstar diesel, 20-ft. platform body, £280.
**1955** MORRIS 10-cwt. van, £205.
**1954** BEDFORD 5-ton drop-side, P6 engine, 2-speed axle, £415.
**1953** FORDSON 2-ton platform, ex-C licence, £130.
GOOD selection of long-wheelbase and tippers available.
PHONE, Castle Bromwich 2615 for Birmingham's best used commercial vehicles. 834-106

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**JACKSONS**
FOR
**MODERN SELECTED VEHICLES.**

BEDFORD 1957 5-ton twin-ram tipper, 300 engine, double drop side, almost like new.
FORDSON 1955 4D short-wheelbase steel-bodied drop-side tippers, choice of two, well tyred and clean.
DODGE 1955 P6 long-wheelbase double drop-side twin-ram tipper, well tyred, very clean.
BEDFORD 1954 short-wheelbase steel-body drop-side tipper, ex-C-licence user, very sound throughout.
BEDFORD 1955 3-ton long-wheelbase truck, had very little use, nominal mileage.

**O. T. JACKSON MOTORS, LTD.,**
855 NEW WOLVERHAMPTON ROAD,
LANGLEY, NEAR BIRMINGHAM.
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## Used Goods Vehicles (contd.)

### S. HUGHES (COMMERCIAL), LTD.,
LODGE GARAGE,
WHITEHALL ROAD, WEST,
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Phone, Dudley Hill 1144 (six lines).

OFFER FOR IMMEDIATE DELIVERY:—

NEW ALBION Reiver to take 24-ft. flat double-drive.
NEW ALBION Chieftain tipper, 900 by 20 tyres.
NEW ALBION Reiver to take 22-ft. body.
NEW A.E.C. Mark III chassis fitted with 2,000-cu.-ft. van body.
NEW E.R.F. 6-wheeler single-drive with 6LW engine.
NEW E.R.F. with 6LX engine, double drive.
NEW FORD Trader 160-in. long-wheelbase, fitted 900 by 20 tyres.
NEW FORD Trader fitted Primrose extension, 900 by 20 tyres.
NEW FORD Trader Anthony hoist tippers, 900 by 20 tyres.
NEW LEYLAND Comet Model ECO2/3R.
NEW LEYLAND twin steer.
NEW A.E.C. Mandator tractor with new B.T.C. trailer.
NEW A.E.C. Mercury 14-ft. 6-in.-wheelbase tipper.
NEW ALBION Clydesdale to take 24-ft. body.
NEW ALBION Chieftain.
NEW ALBION Chieftain, long wheelbase, with 900 by 20 tyres.
NEW LEYLAND Comet Type CS3/3R 12-tonner.
NEW A.E.C. Mk. II.
NEW A.E.C. Mercury Mk. II tractor with new B.T.C. trailer.
NEW LEYLAND 8-wheeler.
NEW LEYLAND Beaver tractor.
NEW-TYPE A.E.C. 8-wheeler, for delivery early December.
NEW ALBION Reiver, double drive, Type R25N to take 2-ft. body.

USED 8-WHEELERS.

1956 LEYLAND Hippo, double drive, 24-ft. flat.
1955 LEYLAND Octopus, double drive, 24-ft. flat.
1955 LEYLAND Hippo, double drive, 24-ft. flat.
1951 E.R.F., 6LW engine, double drive, 24 ft.
1950 ATKINSON, 6LW, double drive, with 24-ft. flat body.
1949 FODEN, double drive, 24-ft. flat.
1948 MAUDSLAY, double drive, 24-ft. flat.
1948 ALBION, double drive, 24-ft. flat.
1944 ATKINSON, double drive, 6LW engine, 24-ft. flat
1939 E.R.F., 6LW, double drive, with 24-ft. flat body.
1938 E.R.F., 6LW engine, 24-ft. drop-side body.

USED 6-WHEELERS AND TWIN STEERS.

1955 ATKINSON Twin Steer 20-ft. flat.
1955 ATKINSON 6LW Twin Steer with 21-ft. 6-in. flat body.
1953 E.R.F. Twin Steer, 5LW engine, 22-ft. 6-in. alloy flat.
1952 E.R.F. Twin Steer, 5LW engine, 20-ft. flat.
1951 DENNIS Max with Boys extension, 20-ft. drop-sided body.
1948 MAUDSLAY Mogul Mark III, 22-ft. flat with canopy.
1944 E.R.F. Twin Steer with 21-ft. flat body.
1957 LEYLAND Twin Steer, with 21-ft. body having 2-ft. 6-in. drop sides.

USED TRACTORS AND ARTICULATED.

1956 SEDDON R6, fitted with Carrimore coupling, drawing 24-ft. flat trailer.
1952 ALBION HD 11.3 engine tractor, with air brakes.
1951 BEDFORD tractor unit, Scammell coupling.
1938 SCAMMELL 6LW with van trailer, 24 ft. long, 6 ft. 6 in. high, side roller doors and doors at rear.
1938 SCAMMELL 6LW, 24-ft. trailer.
1951 BEDFORD petrol with Scammell coupling, drawing 20-ft. flat trailer.

USED TIPPERS.

1958 B.M.C. tippers, fitted alloy bodies, as new.
1956 LEYLAND 8-wheeler, new Milshaw gear, 20-ft. body.
1955 LEYLAND 8-wheeler, new Milshaw gear, 20-ft. body.
1955 LEYLAND Hippo 8-wheeler, fitted new Milshaw gear and new 22-ft. body, double drive.
1954 LEYLAND 8-wheeler, new Milshaw gear, 20-ft. body.
1951 A.E.C. 8-wheelers with new Pilot gear, 22-ft. bodies, choice of three.
1950 FODEN 8-wheeler, new Milshaw gear, 22-ft. body.
1950 SEDDON diesel tipper with 12-ft. body and 2-ft. drop-side.
1948 A.E.C. 8-wheeler, new Pilot gear, 22-ft. body.
1947 E.R.F. Twin Steer, fitted with 18-ft. body having a 2-ft. 6-in. drop-side
1946 ATKINSON 6LW double-drive 8-wheeler, 22-ft. body.

(Continued in next column)

## Used Goods Vehicles (contd.)

1955 DODGE R6 with Eaton 2-speed axle, 15-ft. body.
1944 E.R.F. with 14-ft. 6-in. body.
1942 E.R.F., fitted with dumper-type body.

USED 4-WHEELERS.

1954 A.E.C. Mammoth, fitted 20-ft. bodies.
1956 BEDFORD diesel with 16-ft. flat.
1953 SEDDON diesel with 16-ft. drop-side body.
1953 BEDFORD petrol with 16-ft. drop-side body.
1953 THORNYCROFT with 20-ft. 6-in. flat.
1952 ALBION with 17-ft. alloy body.
1952 E.R.F., 5LW, fitted with 18-ft. flat body having 1-ft. 6-in. drop side.
1952 E.R.F. with 18-ft. flat body.
1952 ALBION HD oiler, fitted with air brakes, with 21-ft. flat body, with canopy.
1951 FODEN, 4LK engine, with 16-ft. 6-in. flat body.
1951 SEDDON, fitted with flat body.
1950 FODEN with 17-ft. flat.
1950-52 GUYS with 4LK, flats, choice of two, £250.
1949 SEDDON diesel with 16-ft. flat alloy body.
1949 DENNIS Max with 18-ft. 6-in. flat.
1949 A.E.C. with 20-ft. 6-in. flat body.
1948 A.E.C. Monarch with 20-ft. 6-in. flat body.
1948 MORRIS-COMMERCIAL diesel van.
1946 E.R.F. with 4LW engine, having 18-ft. 6-in. flat body.
1946 FODEN with 18-ft. drop-side body.

A.E.C. Dumpers.
SCAMMELL tractors.
TWO new Brockhouse trailers, fitted Scammell coupling, 9.00 by 20 tyres.
NEW and second-hand trailers.
SPARE parts, engines, gearboxes for all makes of commercial and passenger vehicles.

HIRE-PURCHASE. PART-EXCHANGES.
NIGHT PHONES, CLECKHEATON 2461-2,
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### MAYDAY MOTORS, LTD.,
DODGE DISTRIBUTORS.
ALL NEW DODGE MODELS
AVAILABLE FOR EARLY DELIVERY.

NEW AUSTIN Gipsy (diesel).
NEW STANDARD Atlas 10-12-cwt. van (side loading door).
1959 Thames Trader 7-ton 6D 8-cu.-yd. tipper, 9,000 miles, £1,275.
1958 Thames Trader 7-ton tippers, choice of two, £965.
1958 Thames Trader 5-ton tipper, £920.
1957, November, BEDFORD Workabus, £350.
1956 DODGE 6-ton platform truck, £425.
1956 BEDFORD 10-12-cwt. van, £275.
1956 DODGE 6-ton tipper, Model 103P6, with light alloy body, £725; choice of six.
1951-2 DODGE 5-ton long-wheelbase truck, £275.
1951 DODGE Model 123 5-cu.-yd. tipper, £295.

MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473. 834-295

### H. T. HUGHES AND SONS, LTD.,
37 MEYRICK ROAD,
PORTSMOUTH.
Phone 63926.

FOR sale due to completion of contract:—
DODGE 6-wheeler 12-ton high-sided tipper, first registered July, 1958, Leyland Comet engine, double-drive rear axle, low mileage, excellent condition.
ALBION Clydesdale 9-ton high-sided tipper, first registered December 1958, calibrated to 11 yds., Tecalemit automatic chassis lubrication, low mileage, excellent condition.
BOTH suitable for hauling bulk coal or coke.
834-292

### W. HAROLD PERRY, LTD.,
MAIN FORD DEALERS,
FINCHLEY.

1955 AUSTIN A30 Utility, £345.
1958 AUSTIN A35 van, £355.
1957 AUSTIN A35 van, £345.
1958 Thames 5-cwt. van, £340.
1958 Thames 12-seater, £550.
1955 FORD 2-ton 4D van, £450.
1959 Thames Trader 6D 7-ton long-wheelbase truck, 2,000 miles only, £1,195.

ALSO many other used tipping trucks, petrol and diesel, your inquiries invited.
297 BALLARDS LANE, North Finchley.

HILLSIDE 8888. 834-330

## Used Goods Vehicles (contd.)

### MARSHALLS (CAMBRIDGE), LTD.,
OFFER THE FOLLOWING
USED COMMERCIAL VEHICLES
AT AIRPORT GARAGE,
NEWMARKET ROAD, CAMBRIDGE.
Phone, Cambridge 56291.

1958 BEDFORD-SCAMMELL s.N.C. diesel prime mover, tyres poor, mechanically good, £525.
1958 BEDFORD-SCAMMELL N.C. diesel prime mover, as above, with Scammell 18-ft. platform trailer, £675.
1957 AUSTIN F.C. diesel prime mover with Scammell coupling, £500.
1956 LAND ROVER pick-up, petrol, £350.
1955 AUSTIN 5-ton F.C. diesel truck with 18-ft. alloy body, very good order, £650.
1954 SEDDON 8-ton diesel truck, 18-ft. high-side body and tilt, very good order, £450.
1952 AUSTIN 25-cwt. drop-side truck, tyres poor, body and mechanical condition good, £150.
1949 AUSTIN 25-cwt. van, sound condition, £65.
1947 COMMER 3-ton drop-side truck, very good order, good tyres, £125.

AT 63 BRIDGE STREET, PETERBOROUGH.
Phone, Peterborough 66011.

1957 COMMER double-drop-side truck, blue, with 5-speed gearbox and Hydrovac brakes, £800.
1956 LAND ROVER, green, fitted heater, taxed, £400.
1949 MORRIS P.V. van, maroon, £90.

AT 120 GOLDINGTON ROAD, BEDFORD.
Phone, Bedford 68386.

1954 AUSTIN A40 pick-up, green, fitted heater, £265.
1952 AUSTIN A40 pick-up, brown, fitted heater, 56,000 miles, £240.
1952 BEDFORD 10-cwt. van, green, 61,000 miles, £130.
1950 COMMER 6-ton truck, blue, £155.
834-232

NEW DODGE 7-ton short-wheelbase tipper, Leyland engine, air brakes, 2-speed; choice of two.
1952 THORNYCROFT 8-wheeler, 6LW.
1951 THORNYCROFT 8-wheeler.
1954 LEYLAND Comet drop-side.
1952 VULCAN long-wheelbase flat platform.
1951 SEDDON P6 long-wheelbase tipper.
1952 E.R.F. Twin Steer (one owner).
1955 E.R.F. 6.8(G) flat (one owner).

### PARRS (LEICESTER), LTD.,
ABBEY LANE, LEICESTER.
Phone 61511 (seven lines). 834-14

CARMICHAEL'S FOR YOUR COMMERCIAL.
PHONE, WORCESTER 26383.

1957 COMMER TS3, chassis and cab, £950.
1958 Diesel LAND ROVER, £595.
1955 Petrol long-wheelbase LAND ROVER, £375.

SECOND-HAND cattle trucks and horse boxes in stock.
ALL prices.

### CARMICHAEL AND SONS (WORCESTER), LTD.,
THE BUTTS, WORCESTER.
Phone, Worcester 26383 (five lines).
834-19

### L. A. RICH FOR COMMERCIALS.

LOW-MILEAGE ex-Ministry trucks for sale.
AUSTIN 6-wheeler chassis and cab, £210.
AUSTIN K2 truck, fixed sides, £85.
FORDSON 6-wheeler chassis and cab, £120.
FORDSON ET6 drop-side truck (34-7), £125.
MORRIS P.V. ton van, sliding doors, £110.
BEDFORD QL 4-wheeled chassis and cab, £145.
KARRIER 4 by 4 winch chassis and cab, £105.

514 COLDHAMS LANE,
CHERRY HINTON, CAMBRIDGE.
Phone, Cambridge 87597. 839-8066

### DUNNS MOTORS, LTD.,
TAUNTON AND EXETER.
Phone, Taunton 2607-8.
FOR COMMER, KARRIER.

NEW 7-ton COMMER TS3 drop-sider, o.s. tyres, immediate delivery.
NEW 6-ton COMMER med. die. drop-sider, o.s. tyres, immediate delivery.
1956 FORD 4D 4-ton long-wheelbase drop-sider, helper springs, low mileage, excellent condition, choice of two, £500.
1955 FORD 4D 4-ton long-wheelbase drop-sider, £500.
1946 BEDFORD 3-ton van, £100.
834-303

## Used Goods Vehicles (contd.)

**COMBERHILL WAKEFIELD GARAGES, LTD.,**
INGS ROAD, WAKEFIELD (6771—10 LINES),
COUNTY DISTRIBUTORS FOR ATKINSON VEHICLES.
MORRIS-B.M.C. AGENTS.

NEW ATKINSON L1786XA (Gardner 6LX, 150 b.h.p.) 17-ton 8-wheeler chassis-cab; quick delivery.
NEW demonstrator ATKINSON DT1366CA (Cummins 150 b.h.p. engine) 6-wheeler double-drive dumper truck, Pilot twin-ram underbody gear and steel body.
NEW ATKINSON T746X (Gardner 6LX, 150 b.h.p.) 4-wheel tractor, fifth-wheel coupler; early delivery.
NEW ATKINSON M644LW (Gardner 4LW) 8-10-ton 4-wheel Milshaw twin-ram tipper, 15-ft. alloy body.
NEW MORRIS (B.M.C. 5.1-litre) 7-ton, 120-in, 150-in. and 160-in.-wheelbase 4-wheeler chassis-cab.
NEW MORRIS (B.M.C. 5.1-litre) 5-ton forward-control double-drop-side truck, 8.25 by 20 tyres.
NEW MORRIS (B.M.C. 5.1-litre) prime mover 4-wheel tractor, Scammell coupling, 7.50 by 20 tyres.
NEW MORRIS (B.M.C. 5.1-litre) 7-ton 120-in.- and 150-in.-wheelbase 4-wheel Milshaw twin-ram tippers.
**1959** MORRIS (B.M.C. 5.1-litre) 7-ton 150-in.-wheelbase 15-ft. Milshaw alloy tipper.
**1958** ATKINSON S1786L (Gardner 6LW) 17-ton 8-wheel double-drive alloy tipper, 23-ft. body.
**1957-56** ATKINSON L1586 (Gardner 6LW) 15-17-ton 8-wheel double-drive truck, choice three.
**1957-56** AUSTIN-B.M.C. (5.1-litre) 5-ton long-wheelbase 4-wheel tipper and platform; choice two.
**1956** ALBION Reiver 6-wheel double-drive 22-ft. platform truck, Michelin C20.
**1956-54** BEDFORD 5-ton and 7-ton long-wheelbase Milshaw tippers; choice of three.
**1956-54** SEDDON (Perkins P6) 6-7-ton 4-wheel long-wheelbase platform and tippers, choice three.
**1956** ALBION Clydesdale (4-cylinder diesel) 8-9-ton 4-wheeler, 21-ft. platform, 9.00 by 20.
**1956-55** COMMER TS3 (Rootes diesel) 7-8-ton 4-wheel tippers, 12-ft. drop side; choice two.
**1955** LEYLAND Comet 90 diesel 7-8-ton 4-wheeler, 20-ft. alloy platform, overtype cab.
**1955** ALBION FT37 Chieftain diesel 4-wheel, 17-ft. platform, 8.25 by 20, £795.
**1954** ATKINSON M1586 (Gardner 6LW) 8-wheel twin-ram Pilot tipper, 18-ft. alloy body.
**1954-48** FODEN FG6-15 (Gardner 6LW) 15-ton 8-wheelers, 24-ft. platform; choice three.

COMPLETE DETAILED LIST AVAILABLE.
YORK TRAILER DISTRIBUTORS.
HIRE-PURCHASE FACILITIES.
**COMBERHILL WAKEFIELD GARAGES, LTD.**
834-290

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**DISPATCH MOTORS,**
FORD DISTRIBUTORS,
256-278 BOROUGH HIGH STREET, S.E.1.

**1959** 4D Trader, 4-5-ton long-wheelbase drop-side truck, £795.
**1956** 4-ton long-wheelbase 4D truck, choice of six from £525.
**1956** Vanguard diesel van, overdrive, £335.
**1955** 25-cwt. COMMER short-wheelbase truck, choice of three from £245.

PHONE, WATERLOO 5991. 834-328

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**PRICE'S (EARL SHILTON), LTD.,**
MAIN MIDLAND DISTRIBUTORS FOR ATKINSON VEHICLES AND YORK TRAILERS.

ATKINSON 8-wheel, 6LW, double drive, 24-ft. platform, 5-speed 559 D.B. box, 200 by 24 by 12-ply tyres, fibreglass wrap-round cab, bumper, etc., registered November, 1958, £2,400.
ATKINSON 6-ton long-wheelbase drop-side truck, 4LK Gardner engine, tyres 90%, very careful owner, maintained by us, machine in sound order, £425 o.n.o.
NEW FORD Trader 10-12-ton tractor with Scammell hitch, Eaton 2-speed axle, 3.25 by 20 by 12-ply tyres, rubber wing, price on application.

**PRICE'S (EARL SHILTON), LTD.,**
MAIN DEALER, FORD, COMMER KARRIER, AUSTIN B.M.C.
NEW STREET, EARL SHILTON, LEICESTER.
Phone, Earl Shilton 3321-2-3. 834-327

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**COX'S MOTORS (HILL TOP), LTD.,**
SELECTED USED VEHICLES.

**1956** LEYLAND Octopus 8-wheeler.
**1955** AUSTIN B.M.C. diesel normal-control long-wheelbase truck, Eaton 2-speed axle.
**1955** SEDDON 6-7-ton diesel tipper.
**1955** FORD 4D 3-ton long-wheelbase truck.
**1955** ALBION Clydesdale 8-tonner, long wheelbase, diesel.
**1955** MORRIS forward-control 3-ton long-wheelbase B.M.C. diesel.
**1957** BEDFORD 3-ton diesel drop-side truck, light-alloy body.
**1957** COMMER TS3 7-ton drop-side truck.
**1957** November, MORRIS B.M.C. diesel 7-ton short-wheelbase tipper, Eaton axle, power steering, £850.
**1951** LEYLAND Comet 90 long-wheelbase tipper, excellent condition, £450.
**1953** AUSTIN 5-ton long-wheelbase tipper, petrol.
**1953** AUSTIN 5-ton short-wheelbase diesel tipper.

TERMS ARRANGED.
**COX'S MOTORS (HILL TOP), LTD.,**
127 HILL TOP, WEST BROMWICH.
Phone, Wednesbury 0470, 1047. 834-185

## Used Goods Vehicles (contd.)

**MAYFAIR GARAGE (TAMWORTH), LTD.,**
COLESHILL ROAD, FAZELEY,
NEAR TAMWORTH, STAFFS.
Phone Tamworth 1396-7,
OFFER THE FOLLOWING CAREFULLY SELECTED
USED VEHICLES:—

AUSTIN 1954 3-ton truck, fitted with petrol engine and 12-ft. drop-side body with extended latticed headboard, good general condition.
BEDFORD 1954 4-wheeled tipper, fitted with petrol engine, normal-control cab, 12-ft. 6-in. wooden body with 3-ft. 6-in. fixed sides, tyres and general condition very good.
BEDFORD 1954 A-type 4-wheeled tipper, fitted with R6 diesel engine, 14-ft. 6-in. wooden body with 4-ft. fixed sides, front of body tipping gear, appearance and general condition very good.
COMMER 1956 TS3 7-ton tipper, fitted with Telehoist tipping gear and 14-ft. wooden body with 4-ft. fixed sides, engine and gearbox recently overhauled, tyres almost new.
SENTINEL 1951 light 6-wheeler, fitted with 19-ft. alloy tipping body with 4-ft. fixed sides, reconditioned gearbox and differential, engine recently overhauled, very good appearance and condition throughout.
SENTINEL 1954 4-wheeler, fitted with 18-ft. wooden drop-side body, 4-cylinder D.I. engine, reconditioned differential, very sound condition throughout.

NEW VEHICLES:—

FORD new 7-ton 160-in.-wheelbase Thames Trader chassis and cab, fitted with 6D diesel engine, heater, flashing indicators, 28-gal. fuel tank, 9.00 by 20 tyres on 3-piece wheels; can be supplied with platform, drop-side tipping bodies.
COMMER new express delivery van, fitted with heater, flashing indicators, passenger seat.
FORD Thames 12-seater estate car, fitted with heater colour Dover white with red upholstery.

AVAILABLE FOR
IMMEDIATE DELIVERY.
834-134

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**L. F. DOVE (C.V.), LTD.,**
AUSTIN COMMERCIAL DISTRIBUTORS.

THAMES diesel tilt truck, 1952, P6 engine, brown, no writing, £215.
THAMES 4D 1956 5-ton platform truck, no writing, £450.
MORRIS 1955 J-type 10-cwt. van, £135.
AUSTIN 1958 A55 van, green, no writing, £360.
AUSTIN 1955 A40 van, £215.
BEDFORD 1950 2-3-ton van, £115.
THAMES 2-ton standard steel van, 1951, exceptionally well maintained, £115.
AUSTIN Gipsy petrol, used for demonstration only, £565.

IMMEDIATE DELIVERY.
NEW AUSTIN short-wheelbase 7-ton chassis-cab, 9.00 by 20 tyres, power steering.
NEW AUSTIN 5-ton long-wheelbase F.C., diesel, drop-side truck.

**L. F. DOVE (C.V.), LTD.,**
98 LOWER ADDISCOMBE ROAD,
CROYDON, SURREY.
Addiscombe 3131. 834-348

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**HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD.**
Waltham Cross 22275-7.
BEDFORD DEALERS, FODEN DISTRIBUTORS.
PERKINS SIGNHOLDERS.

NEW BEDFORD 7-ton short-wheelbase F/C H.D. square-body, tipped, 300-cu.-in. diesel engine.
NEW BEDFORD 7-ton long-wheelbase diesel chassis-cab.
NEW LAND ROVER 88-in.-wheelbase diesel, hard top.
**1957** BEDFORD 7-ton truck, Comet, reconditioned engine and chassis.
**1955** BEDFORD 10-12-cwt. van.
**1954** BEDFORD 30-cwt. truck.
**1951** AUSTIN 5-ton long-wheelbase tipper.
834-76

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**BEECH'S GARAGE (HANLEY), LTD.,**
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

**1950** SENTINEL H.D. 6-wheeler, 24-ft. platform body, 6-cylinder engine, 9.00 by 20 tyres, in good condition.
**1954** FODEN 7-tonner, Gardner 4LK engine, 17-ft. drop-sided body, 8.25 by 20 tyres, in very good condition.
**1958** COMMER 6-wheeler, Boys extension, 22-ft. platform body, 9.00 by 20 tyres, in very good condition.
**1958** LEYLAND Beaver, 20-ft. drop-sided body, 9.00 by 20 tyres, air pressure brakes.
**1955** E.R.F. 4-wheeler, 5LW Gardner engine, 18-ft. drop-sided body, D20 tyres, in very good condition.
NEW B.M.C. 7-tonner, 18-ft. drop-sided body, in stock, immediate delivery.
NEW FORD 7-ton Trader, steel-bodied tipper, in stock, immediate delivery.
**1949** LEYLAND Beaver, 20-ft. platform body, 9.00 by 20 tyres, in good condition.
**1947** E.R.F. C14, 4LW Gardner engine, 9.00 by 20 tyres, complete with 1,527-gal. stainless steel single compartment insulated tank, in first-class condition.
**1940** SCAMMELL rigid 8-wheeler, 24-ft. body, Gardner 6LW engine, air pressure brakes, twin 36 by 8 tyres on rear.
**1948** E.R.F. Model 4.4 tractor unit, fitted Gardner 4LW engine, complete with Tasker 10-12-ton trailer, knock-out rear axle, 16-ft. well.
**1952** A.E.C. twin steer, 7.7-litre engine, 22-ft. drop-sided body, 9.00 by 20 tyres, in good condition.

**BEECH'S GARAGE (HANLEY), LTD.,**
HOPE STREET, HANLEY, STOKE-ON-TRENT.
S.-on-T. 25249 and 25240. 834-104

## Used Goods Vehicles (contd.)

**OSWALD TILLOTSON, LTD.,**
SUMMIT WORKS,
BURNLEY.
Phone 2201-4.
PRESTON STREET, BRADFORD, 7.
Bradford 22377-8-9.
293 LIVERPOOL STREET, SALFORD, 5.
Pendleton 2845-6.

**1958** E.R.F. 68G, 24-ft. 6-in. body, fair, 6LW Gardner engine, 5-speed gearbox, double drive, good condition.
**1956** LEYLAND Comet 90, cab new, 2-speed axle, 5-speed box, 17-ft. 6-in. body.
**1952** LEYLAND Comet 90, 2-speed axle, 5-speed box, 19-ft. body, twin fuel tanks.
**1957** DENNIS Pax, Perkins P6 engine, 18-ft. body, 5-speed box.
**1957** GUY Warrior, LW engine, 2-speed axle, air brakes, 21-ft. body, in sound condition.
**1956** ALBION Clydesdale, 4-cylinder Albion engine, 5-speed box, Lockheed servo brakes, 20-ft alloy frame, sound condition.
**1952** E.R.F. 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, air Lockheed brakes.
**1955** LEYLAND Octopus, 600 engines, 5-speed box, double drive, air brakes, good condition, choice of three.
**1953** ATKINSON 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, 24-ft. 6-in. timber body, choice of two.
**1953** FODEN 8-wheeler chassis and cab, 6LW Gardner engine, 5-speed gearbox, double drive, sound condition.
**1955** THORNYCROFT Trident tipper, 12-ft. 6-in. timber body, 4-ft. sides, twin underbody gear, very good condition, choice of two.

MEDIUM CAPACITIY.

**1952** DODGE 6-cylinder petrol engine tipper.
**1955** COMMER 5-ton tractor unit with Scammell coupling, Perkins engine, 2-speed axle.
**1957** FORD 5-ton 4D, very good condition.
**1956** BEDFORD 7-ton petrol-engine tipper, twin front end gear.

ALSO selection of cheap pre-1948 4-, 6- and 8-wheelers.

PHONE OR CALL.
PART-EXCHANGES ARRANGED.
834-457

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**BRADBURN AND WEDGE, LTD.,**
DISTRIBUTORS,
MORRIS, MORRIS-COMMERCIAL, M.G., RILEY,
RETAIL DEALERS WOLSELEY.

MORRIS.
**1954** 3-ton normal-control drop-side lorry, diesel, choice of two, £300.
**1956** MORRIS 5-ton drop-side lorry, diesel, painted cream and blue, unlettered; offers.
**1956** MORRIS 5-ton drop-side lorry, diesel, painted cream and black, unlettered, offers.

BEDFORD.
**1955** 7-ton forward-control alloy-platform long-wheelbase lorry, diesel; offers.
**1956** 5-ton normal-control long-wheelbase drop-side lorry, petrol; offers.

FORD.
**1955** 5-ton 4D normal-control long-wheelbase platform lorry, diesel; offers.

VANS.
**1956** BEDFORD 10-12-cwt. vans, choice of two; offers.
**1958** BEDFORD 10-12-cwt. vans; offers.
**1952** DENNIS 5-ton petrol integral-bodied van, side and rear loading; offers.
**1950** AUSTIN 3-way loader; offers.

DISTRIBUTORS' allowances on part-exchanges.
TERMS and part-exchanges arranged.
SHOWROOMS: Darlington St., Wolverhampton. Phone, Wolverhampton 20456.
FULL range of Morris-Commercial and B.M.C. vehicles available for immediate demonstration and delivery.
834-118

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**USED UNITS**

**1958** AUSTIN B.M.C. long-wheelbase platform, Boys axle.
**1957** TS3, fitted with Primrose third axle.
**1956** BEDFORD 7-ton chassis and cab, petrol engine.
**1955** DODGE long-wheelbase tipper, R6 engine, twin ram gear.
**1955** THORNYCROFT Sturdy Star 6-cylinder diesel, long-wheelbase platform.
**1954** DODGE 145A R6 diesel engine long-wheelbase.
**1954** SEDDON 6-ton long-wheelbase flat, Service engine.
**1953** AUSTIN Loadstar long-wheelbase platform, Ford 4D engine.
**1950** E.R.F. 8-wheeler long-wheelbase platform.
**1949** DODGE Luton van, 18 ft. by 7 ft. 3 in. by 8 ft., P6.
BEDFORD QL 4 x 4 petrol, unregistered.
**B.T.C.** 4-in-line 20-ft. trailer.
THORNYCROFT NR6 Rope-drive Coles crane.
UNREGISTERED A.E.C. Matador 4 by 4.

AND MANY OTHERS—WRITE FOR LIST
PHONE. CALL. WRITE
**USED UNITS,**
WHITTLEFIELD,
BURNLEY, LANCS.
Phone 2262. 834-51

## Used Goods Vehicles (contd.)

### RUFFORD MOTOR CO., LTD.

OFFER FOR EARLY DELIVERY NEW E.R.F. AND DODGE TRUCKS, ALL MODELS.

ALSO:—

NEW DODGE 7-ton hydraulic tipper, Leyland engine; immediate delivery.
NEW DODGE Boys 18-ft. tipper, Leyland engine; delivery two weeks.
**1949** FODEN 8-wheel D.D. 22-ft. alloy-bodied tipper.
**1946** ATKINSON 8-wheel 21-ft. tipper, resprayed.
**1952** FODEN 8-wheel D.D. 20-ft. alloy-bodied tipper, latest-type 2-stroke engine.
REBUILT E.R.F. 8-wheel 24-ft. flat, very clean.
**1955** DODGE long-wheelbase 7-ton hydraulic tipper, 14-ft. 6-in. drop-side body, very clean.
**1957** DODGE long-wheelbase hydraulic tipper, P6 engine, very clean.
**1954** DODGE 6-ton flat, P6 engine.
**1953** DODGE 7-ton 18-ft. drop-sided truck.
**1952** DODGE 6-ton long-wheelbase hydraulic tipper.
**1951** ALBION Chieftain 16-ft. flat.
**1956** B.M.C. long-wheelbase drop-side truck.
**1952** DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.
**1958** BEDFORD 7-ton hydraulic tipper, 12-ft. body, Leyland engine.
**1954** BEDFORD A-type 600-cube van, petrol engine.
**1956** BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.
**1949** BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.
**1957** COMMER long-wheelbase, 2-stroke engine, 7-ton hydraulic tipper, 9.00 tyres.
**1949** LEYLAND Comet 12-ft. tipper.
**1954** Rebuilt FODEN 8-wheel tipper, steel body, Gardner engine, suitable for internal use, £600.
**1949** FODEN 18-ft. flat, 4LW Gardner, very clean.
**1956** FORD D steel-bodied hydraulic tipper, very clean.
CHOICE of 50 other trucks from £50 upwards.

### MILE HILL GARAGE.

CHESTERFIELD ROAD NORTH, MANSFIELD.
Phone 2314-5. 834-479

### HILLS.

ALBION Clydesdale 7-8-ton coachbuilt van of superior construction, interior dimensions 17 ft. 6 in. by 7 ft. 2 in. by 7 ft., 9.00 by 20 12-ply tyres, unladen weight 4 ton 10 cwt. 56 lb., first registered September, 1956, £1,385.
**B.M.C.** 7-ton long-wheelbase coachbuilt platform lorry, 16 ft. 0 in. by 7 ft. 4 in., 2-speed axle, power steering, ex-C licence operator, exceptional appearance, £645.
BEDFORD 7-ton short-wheelbase tipper, U body, petrol, first registered 1958, £645.
BEDFORD 7-ton long-wheelbase R6 chassis-cab, with new platform body, 8.25 by 20 12-ply tyres, first registered 1953, £385.
BEDFORD 5-ton long-wheelbase P6 tipper, alloy body, 12 ft. 6 in. by 6 ft. 8 in. by 3 ft. 4 in., fixed sides, 8.25 by 20 12-ply tyres, first registered October, 1955, £585.
BEDFORD 4-ton short-wheelbase tipper, 8 ft. 1 in. by 7 ft. by 2 ft., ex municipal authority, small mileage, first registered 1956, £545.
BEDFORD 5-ton long-wheelbase truck, 14 ft. by 7 ft., 7.50 by 20 10-ply tyres, first registered December, 1955, £385.
COMMER TS3 Boys 6-wheel drop-side truck, 21 ft. by 7 ft. by 18 in., 9.00 by 20 12-ply tyres, first registered November, 1957, £1,265.
FODEN 4LW platform lorry, 20 ft. by 7 ft., 9.00 by 20 12-ply tyres, first registered 1951, £625.
SEDDON Mk. 15 7½-ton platform lorry, 17 ft. by 7 ft. 4 in., 9.00 by 20 12-ply tyres, first registered 1957, £1,085.
SEDDON Mk. 7 3-ton boxvan, approximate capacity 650 cu. ft., 7.00 by 20 10-ply tyres, first registered 1954, £385.
SEDDON 6-7-ton platform lorry, 16 ft. by 7 ft. by 18 in., 8.25 by 20 12-ply tyres, first registered 1950, £265.
SEDDON Mk. 15 7½-ton long-wheelbase tipper, recent new Edbro tipping gear and body, approximate body dimensions 14 ft. by 7 ft. by 4 ft., 9.00 by 20 12-ply tyres, first registered August, 1957, £1,675.

### HILLS GARAGES (MANCHESTER), LTD.,

80-90 PORT STREET, MANCHESTER, 1.
Central 4311. 834-92

### WHELLERS (MOTORS), LTD.

MORRIS COMMERCIAL DISTRIBUTORS, YEOVIL, SOMERSET.
Phone, Yeovil 2561-2-3.

**1959** B.M.C. 503 Prime Mover, diesel (15 ton G.V.W.).
**1959** B.M.C. 504 Prime Mover, diesel (15 ton G.V.W.).
**B.T.C.** 4-in-line trailer, 20,000 miles only, 6 months' use, as new.
**1957** B.M.C. diesel 5-ton tipper.
**1955** SEDDON 6-ton drop-side truck, P6.
**1955** AUSTIN Loadstar all-steel tipper, P6.
**1954** AUSTIN Loadstar drop-side truck, petrol.
**1952,** November, SEDDON 7-ton drop-side truck, P6.
**1950** DODGE drop-side truck, P6.
**1950** VULCAN 6-cu.-yd. tipper, P6.
CONSULT us for early deliveries.
SEVERAL new MORRIS-COMMERCIAL vehicles in stock.
**3,200**-GALLON trailer tankers, in very good condition; choice of two. 834-5

## Used Goods Vehicles (contd.)

### GARLICK, BURRELL AND EDWARDS, LTD.

(COMMERCIAL VEHICLE SALES), 188 REGENT ROAD, LIVERPOOL, 20.
Bootle 4343. Bootle 4343.

### BEDFORD, BEDFORD, BEDFORD, BEDFORD.

THIS WEEK'S "TOP TEN."

**1959** DODGE 7-ton long-wheelbase platform truck, Leyland 350 engine, 5-speed box, Eaton 2-speed, 9.00 tyres, 3-piece wheels, chrome winking lights, this vehicle is literally as brand new, small mileage, will be sold considerably under list price.
**1958** BEDFORD Thames Trader 4D long-wheelbase platform truck, heavy frame, 8.25 tyres, first-class condition throughout.
**1959** BEDFORD 10-ton Scammell tractor unit, low mileage, few months old, available in seven days.
**1958** BEDFORD 300-cu.-in. medium-wheelbase tipper, 13-ft. double-drop-side tipping body with hinged panelled extended sides, steel floor and pilot twin-ram tipping gear, flitch-plated frame and 8.25 by 20 12-ply tyres all round, painted red and green, low mileage, condition like new and thoroughly recommended.
**1958** BEDFORD 5-ton 300-cu.-in. diesel long-wheelbase single-ram tipper, new body, new tipping gear, 8.25 by 20 12-ply tyres.
**1955,** December, FORD 4D long-wheelbase platform **1958** truck, excellent condition, good tyres.
(Late) BEDFORD J-type long-wheelbase platform truck, latest-type cab, excellent tyres, as new, fully guaranteed.
**1958** BEDFORD J-type 5-ton long-wheelbase tipper, latest-type cab, fitted with new body and tipping gear.
**1956** BEDFORD 15-cwt. Hawson high-top van, excellent condition.
**1957** BEDFORD 300-cu.-in. diesel 8-ton normal-control Scammell tractor unit.

MANY OTHER TIPPERS, FLATS, DROP-SIDE TRUCKS, TO SUIT ALL POCKETS.
DEMONSTRATIONS ON YOUR PREMISES WITH ANY OF OUR MACHINES, A PLEASURE.
PART-EXCHANGES ACCEPTED.

### GARLICK, BURRELL AND EDWARDS, LTD.,

THE BEDFORD PEOPLE.
Phone, Bootle 4343.

### GARLICK, BURRELL AND EDWARDS, LTD.,

188 REGENT ROAD, LIVERPOOL, 20. 834-8

### CATERHAM MOTOR CO., LTD.

CATERHAM 4242.

NEW 7-ton COMMER, 900 by 20 tyres, 5-speed gearbox, list price, immediate delivery.
EARLY delivery on all Commer and Karrier models.
**1953,** December, GUY Otter platform truck, P6, Eaton 2 speed, £250.
THE following will be in during January.
**1954** COMMER 3-4-ton Superpoise drop-side truck, £175.
**1948** COMMER forward-control 1,200-cu.-ft. pantechnicon, £200.
**1946** BEDFORD 2-ton hand tipper, £100.
834-8062

### FERRARIS OF CRICKLEWOOD, LTD.,

200-220 CRICKLEWOOD BROADWAY, N.W.2.
Gladstone 2234-5-6-7.

**1955** AUSTIN A40 pick-up truck.
**1957** BEDFORD 10-12-cwt. pick-up.
**1951** AUSTIN 25-cwt. truck; choice of two.
**1956** DODGE 5-ton diesel tipper; also 1954.
**1957** DODGE 5-ton 106 P6 truck, alloy body; choice of three.
**1954** DODGE 5-ton 105 P6 diesel, 1,200-cu.-ft. Luton.
**1957** FORDSON 10-cwt. vans; choice of four.
**1954** FORDSON 10-cwt. gown van.
**1955** FORDSON 3-ton short-wheelbase diesel truck.
**1952** SEDDON 7-ton long-wheelbase alloy platform.
**1947** JNSN long-wheelbase platform truck.
**50** Used vehicles, 5 cwt.-7 tons. 834-305

### W. HAROLD PERRY, LTD.,

STATION BRIDGE, WEALDSTONE, MIDDLESEX.

**1956** BEDFORD 5-ton truck, £375.
**1956** Thames 30-cwt. van, £495.
**1956** Thames 5-ton long-wheelbase truck, £475.
**1955** Thames 4D tipper, £375.
**1956** Thames Sussex tipper, 9 cu. yd., £475.
**1956** BEDFORD tipper, £475.
**1959** BEDFORD 6-cu.-yd. tipper, £1,075.
**1957** Thames Trader 5-ton 4D long-wheelbase truck, ex demonstration, £875.

### HARROW 1031.

OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS, AND TO 5.30 P.M. SATURDAYS. 834-160

## Used Goods Vehicles (contd.)

### PERRY'S OF SOUTHEND-ON-SEA

OFFER A SMALL SELECTION OF THEIR USED COMMERCIAL VEHICLES.

VANS.

FORD Thames 5-cwt., registered 1957, heater, extras, painted grey, clean vehicle, £310.
FORD Thames 5-cwt., registered 1953, taxed, extras, painted blue, very sound vehicle, £175.
AUSTIN 3-ton short-wheelbase Luton van, registered 1952, good condition, £145.
FORD Thames 10-12-cwt., registered 1958, painted dark blue, extras, sound vehicle, £375.
FORD Thames 2-ton van, registered 1953, 4-cylinder petrol engine, sound vehicle throughout, £195.
FORD Thames 15-cwt., registered 1958, S/L door, extras, resprayed blue, good condition, £410.

UTILITIES.

MORRIS Minibus 12-seater, registered 1958, 4,700 miles only, heater, extras, as new, £525.
FORD Thames 5-cwt. van, registered 1955, fitted side and rear windows, painted two-tone, sound vehicle, £325.

CARAVAN.

BEDFORD Dormobile caravan, registered 1958, radio, heater, immaculate, £675.
DODGE 105/P6 6-ton long-wheelbase double drop-side, 6-cu.-yd. body, telehoist two-stage ram, Eaton two-speed axle, P6 diesel engine, taxed, painted blue, registered 1958, sound vehicle, £975.

### W. HAROLD PERRY, LTD.,

USED COMMERCIAL DEPARTMENT, KENT ELMS CORNER, SOUTHEND, ESSEX.
WRITE, CALL, PHONE: EASTWOOD 524501 (10 lines, ex. 21). 834-20

### SELLERS AND BATTY (SALES), LTD.,

FENGATE, PETERBOROUGH.
Phone, Peterborough 67048.

**1956** DODGE 7-ton platform truck, fitted Perkins R6 Mk. 2 engine, 19-ft. platform with cab roof rack, suitable for hay and straw.
**1956** B.M.C. 5-ton normal-control twin-ram long-wheelbase tipper, fitted 13-ft. drop-side tipping body, Pilot gears.
**1954** FORD Thames ET7 5-ton short-wheelbase tipper, fitted Perkins P6, unladen weight 3 tons 4 cwt.
**1949** MAUDSLAY drop-side truck, fitted Gardner 5LW, tyre equipment 80%, one owner, above-average condition.
**1950** FODEN 6-ton platform lorry, fitted Gardner 4LK engine, tyre equipment 90%, very sound machine. 834-140

### CAR MART, LTD.

SIX MONTHS' GUARANTEE WHERE STATED.

**1953** MORRIS Cowley van, £275
**1956** FORD Thames 5-ton 4D diesel platform truck, guaranteed, £545.
**1956** BEDFORD 10-12-cwt. van, guaranteed, £295.
**1957** BEDFORD Utilabrake, guaranteed, £495.
**1957** HILLMAN estate car, £545.
**1948** MORRIS 30-cwt. Luton van, £225.
**1948** AUSTIN 5-ton long-wheelbase platform truck, £35.
**1954** COMMER 8-cwt. van, £265.

### THE CAR MART, LTD.,

WELSH HARP, EDGWARE ROAD, N.W.9.
Hendon 6500. 834-65

### WESSEX MOTORS,

NEW STREET, SALISBURY.
Phone 3275.

**1958** MORRIS 5-ton tipper, diesel, £775.
**1955** MORRIS 10-cwt. pick-up, £250.
**1950** AUSTIN 2-3-ton Loadstar, petrol, £85.
**1956** AUSTIN 5-ton long-wheelbase forward-control diesel truck, £550.
**1954** AUSTIN 4½-yd. 5-ton tipper, petrol, £250.
**1946** COMMER 4-5-ton drop-side diesel truck, £125.
**1956** SEDDON 6-7-ton long-wheelbase diesel truck, £525. 834-247

**1956** B.M.C. medium-wheelbase tipper, 900 by 20 tyres, large steel body, suitable for coal.
**1956** Long-wheelbase BEDFORD tipper, 900 by 20 tyres, 8-cu.-yd. body; choice of four.
**1954** ATKINSON medium-wheelbase tipper, double drive, with 21-ft. alloy body.
**1953** A.E.C. Mammoth Major 8-wheeler, double drive, 900 by 20 tyres, Pilot U7 tipping gear.
WE have a large stock of A.E.C. and Foden tippers, 1956 onwards, all double drive, 21-ft. wooden bodies, with Pilot tipping gears.
ALSO a choice of several 4-wheel E.R.F.s and Maudslays with platform bodies.

### MURPHY BROS., LTD.,

THURMASTON, LEICS.
Phone, Syston 2951. 834-138

## Used Goods Vehicles (contd.)

### HENDY FOR FORD.
BRITAIN'S FIRST MAIN DEALER.
EARLY OR IMMEDIATE DELIVERY OF ALL THAMES MODELS.

**1958** FORD Trader 6D 7-ton long-wheelbase truck.
**1957** FORD Trader 6-yd. 6D tipper.
**1958** MORRIS tractor unit, B.M.C. diesel, with Scammell equipment.
**DECEMBER, 1956,** FORD 4D with Baico extension.
**1956** FORD 4D long-wheelbase truck; choice of three.
**1956** FORD 4D long-wheelbase tipper, pilot gear.
**1953** AUSTIN 5-ton Loadstar Luton van.
**1952** S-type BEDFORD 7-ton petrol truck.
**1955** SEDDON 6-yd. tipper.
**1953** A model BEDFORD 5-ton van.
**1954** FORD P6 long-wheelbase truck.
**1953** FORD 4D tipper.
**1952** BEDFORD S-type 6-yd. tipper.
**1951** FORD 4D tipper.

### PERCY HENDY, LTD.,
VINCENTS WALK, SOUTHAMPTON 28331.

### PERCY HENDY, LTD.,
THAMES HOUSE, CHANDLERS FORD 2271.
834-325

### WHALEBONE MOTORS, LTD., OFFER:—
**1955** 54-53 LEYLAND 8-wheeler.
**1954** ALBION 8-wheeler.
**A.E.C.** 4-wheeler, 7.7 engine, new tipping gear and body.
**1945** SCAMMELL tractor units.
**1956** FORD 4D boxvan.
**1952** FORD diesel, fitted ejector body, excellent throughout, choice of two.
**1951** FODEN 6-wheeler, 6LW Gardner double-drive. 239-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 5282. 834-179

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THE highest standard used commercial vehicles ever offered. "Ex London Brick Co."
**A.E.C.** Monarch Mk. II diesels.
ALUMINIUM cabs and bodies, from £135; choice of several.
ALSO large range of spares for same, including reconditioned and sound engines.
ONE F.W.D. Pole trailer, 65 ft. long, new Leyland engine, £650.
ONE BEDFORD 4 x 4, unregistered, complete with winch, £250.
ONE FORD 4 x 4, unregistered, £85.
ONE 1957 DENNIS Max, diesel, £250.
ONE 1953 FORDSON Major tractor, fitted Perkins P6, £150.
THREE Davey Brown trackmaster, diesel, £325 each.
ONE FORD tipper fitted with Perkins P6, unregistered, £600.
ONE 16-wheeled trailer, 25 ton, £375.
TWO stationary Hills diesel, complete with radiator and clutch, ideal for marine work, £100 each.
APPLY: Essebridge Car Sales, Ltd., Arterial Rd., Rayleigh, Essex. Phone, Rayleigh 937-8. 834-403

**1956** 55-54 FORD 4D diesel long-wheelbase drop-side truck, recent reconditioned engine, excellent tyres, clean and sound, choice of four.
**20** TON Eagle low-loader articulated trailer, knock-out axles, 13.50 by 20 tyres.
**1950** ALBION Chieftain diesel drop-side truck.
**1958,** March, B.M.C. 6-wheeled tipper, Boys third axle, Pilot twin-ram front-of-body gear, 2-speed axle, 9.00 by 20 tyres.
**E.R.F.** 7-8-ton long-wheelbase tipper, Gardner 4LW, good 36 by 8 tyres, twin-ram gear, £275.
**T.** J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840. 834-108

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### VICTORIA MOTOR CO. (BRISTOL), LTD.,
MAIN FORD DEALER,
TEMPLE GATE,
BRISTOL, 1.
Phone, Bristol 93131 (10 lines).
"BEST IN THE WEST."

### GOOD USED COMMERCIALS.

**1956** B.M.C. 7-ton short-wheelbase steel-bodied tipper, one owner, £795.
**1955** Thames 3-ton long-wheelbase 4D diesel chassis-cab, one owner, £315.
**1954** AUSTIN 5-ton P6 low-loader large-capacity meat van, £325.
**1955** DODGE 6-ton tipper, reconditioned, £565.
**1949** BEDFORD 5-ton drop-side truck, petrol, reconditioned engine, very clean condition, £165.
**1948** DENNIS coach, 33-seater (Falcon), certificate of fitness December, 1961, £300.
TWO 1957 Thames 5-ton 4D, H.D. equipment, 5-cu.-yd. wooden-bodied tippers, well shod, £400 each.
TRADE OFFERS INVITED.

### NEW VEHICLES EX STOCK.
FIVE 7-ton 160-in.-wheelbase Thames Traders, chassis-cab, 6D diesel, heater and 9.00 by 20 10-ply tyres. 834-105

B44

## Used Goods Vehicles (contd.)

### SPARSHATTS,
SOUTHAMPTON,
HAVE FOR DISPOSAL THE FOLLOWING VEHICLES:—

**A.E.C.** Matador breakdown vehicle, in good condition, fitted with 10-ton crane, £850.
**E.R.F.** 8-wheel breakdown vehicle with special body, an excellent salvage machine, £1,250.
COMMER, late 1957, TS3 standard tipper with telescopic hoist gear, 9.00 by 20 tyre equipment, overdrive, in very good condition, £1,250.
**DODGE** 1955 (October) 5-ton diesel Model 103AP6 standard tipper, in good condition, price £575.
**FODEN** 1951 8-wheeled long-wheelbase platform truck, fitted with Gardner 6LW engine, in good condition, unladen weight 7 tons 56 lb., price £1,275.
**FODEN** 1950 5-ton platform truck, fitted with Gardner 4LK engine, in good condition, unladen weight, 2 tons 18 cwt. 28 lb., price £375.
**LEYLAND** 1951 Comet tractor, articulated unit with drop-side 24-ft. B.T.C. 4-in-line trailer, unladen weight 6 tons 7 cwt. 22 lb., price £875.
**LEYLAND** late 1955 Octopus, fitted with 24-ft. alloy body, in good condition, £2,400.
**LEYLAND** 1955 (July) Comet Model ECOS2-4R with 20-ft. platform timber body, in good condition, £1,100.
**LEYLAND** 1952 (November) Model ECO2-1R Comet with 16-ft. 6-in. double-drop-side timber constructed body in good condition, price £650.
**LEYLAND** 1958 Comet Model ECOS2-4R, fitted with 20-ft. platform body, in excellent condition, £1,500.
**LEYLAND** 1959 Super Comet, fitted with heated asphalt body, 10,000 miles, unladen weight 5 tons 14 cwt., price £2,250.
**SEDDON** 1952 truck, fitted with 2-speed axle, unladen weight 3 tons 8 cwt., price £225.
**PLEASE** write or call: J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 834-412

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### A. E. CONNORTON, LTD.,
AUTHORIZED FORD AGENTS.

**NEW** FORD Trader 6D, Baico extension chassis, fitted with 1,500-cu.-ft. Luton body, £1,450.
**NEW** FORD 7-ton 6-wheeler Trader chassis-cab, £1,655.
**1951** ATKINSON long-wheelbase truck, 4LK Gardner engine, £295.
**1953** COMMER 25-cwt. van, excellent condition.
**1956** BEDFORD long-wheelbase truck, fitted with Perkins P6 engine, 8.25 by 20 tyres, as new, £450.
**1955** BEDFORD 5-ton long-wheelbase truck, fitted with Perkins P6 engine, tyres as new, £425.
**1958** LEYLAND Comet long-wheelbase truck, fitted with 21-ft. body, full forward control, 9.00 by 20 tyres, £1,425.
**1958** (Middle) LEYLAND Comet long-wheelbase truck, fitted with 21-ft. body, full forward control, 9.00 by 20 tyres, £1,450.
**1953** GUY Otter, fitted Perkins P6 engine, 14,000 miles, 36 by 8 tyres, £425.
**1951** AUSTIN 5-ton boxvan, P6 engine, £150.
**1950** SEDDON short-wheelbase twin-ram hydraulic tipper, choice of five, £100 each.
**HIRE-PURCHASE** arranged.
CONNORTON'S, 328 Brixton Rd., S.W.9. Brixton 7962, Pollards 2421. 834-155

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**HALFWAY AUTOS.**

**1959** Thames Trader, 4D, 3-5 tons, Eaton 2-speed axle, 8.25 tyres, double-drop-side, £1,095.
**1958** Thames Trader, diesel tipper, 6-yd. body, 6D engine, also heater, £995.
**1954** AUSTIN A40 pick-up truck in black and red, £245.
**1953** AUSTIN A70 gown van, green, fitted wells, £275.
**1953** 54-55 Thames tipper, with 5-yd. steel body, ET7, P6, perfect condition, £275.
**1951** BEDFORD 7-ton platform body, £175.
**1946** E.R.F. articulator 7-tonner.
**1951** MORRIS 10-cwt. van.
**1948** GUY Wolf, choice of two, 50 cwt.-3 ton.
**1946** ALBION van, 50 cwt.
**1949** MORRIS 30-cwt. van.
**1949** AUSTIN van, 50 cwt.
**1938** ATKINSON 6-wheeler, 24-ft. box body.
**SEDDON** diesel 2-ram tipper, 9-yd. body, Perkins P6, £350.
**SOUTHEND ARTERIAL RD.,** East Horndon. Heron-gate 394. 834-414

**1942,** November, ATKINSON 6-wheeler. Just out from overhaul at the cot of approx. £900, in very good order.
**1957** COMMER articulator, 5th-wheel coupling, engine overhauled two months ago, in very good order.
**BREAKING-UP** 6-wheel E.R.F. 6-cylinder Gardner, etc.
**WASHINGTONS TRANSPORT,** 71 Amington Rd., Tamworth, 1134. 834-238

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### G. S. OSCROFT AND CO., LTD.,
MAIN BEDFORD DEALERS.

### NEW BEDFORDS FROM STOCK.
FULL range of new BEDFORD commercial vehicles delivered from stock; immediate delivery.
USED commercial vehicles.

**1955** BEDFORD 7-ton drop-side truck, forward control, petrol, 16-ft. body, £300.
**1955** BEDFORD short-wheelbase tipper, 3 tons, petrol, wooden drop-side body, 9 ft., £325.
**1950** AUSTIN drop-side truck, 5-tonner, petrol, good condition, £200.
**1956** BEDFORD short-wheelbase 5-ton tipper, P6 diesel engine, £475.
**1956** BEDFORD 5-ton drop-side truck, forward control, petrol, 16-ft. body, £465.
**DOMINION HOUSE,** Derwent St., Derby 40171. 834-147

## Used Goods Vehicles (contd.)

### WILDE AND BENNETT, LTD.
**BRAND** new Thames Trader 7-ton long-wheelbase lorries; immediate delivery.
**BRAND** new BEDFORD diesel 7-ton long-wheelbase lorry, 18-ft. platform, 2-speed axle, 9.00 by 20 tyres; immediate delivery.
**BRAND** new Thames Trader 6-wheeler (Primrose), 9.00 by 20 tyres, etc., with special A licence, Metropolitan and South Eastern Areas, 4 tons 10 cwt.
**1955** BEDFORD-SCAMMELL 10-12-ton artic., 23 ft. long, reconditioned Perkins R6, immaculate condition, with A licence based in Manchester.
**1958** BEDFORD-SCAMMELL 10-12-ton artic., 23-ft. trailer, 300 diesel engine, with open A licence based Hull.
**TWO** new Thames Trader 7-ton long-wheelbase lorries, with A licences based in Oldham; or older lorries can be supplied in place of these if required by agreement.
**1949** A.E.C. Matador long-wheelbase lorry, 9.6 engine, high-speed differential, excellent condition, with special A licence, Metropolitan and South Eastern Areas.
**1958** (Registered) BEDFORD S-type 10-ton artic., clean condition, only £225.
**1957** AUSTIN Loadstar 5-6-ton long-wheelbase lorry, £450.
**1947** SEDDON 6-7-ton long-wheelbase lorry, only £95.
**£475** Only. COMMER Avenger, fitted Burlingham 33-seater luxury body, very clean condition with certificate of fitness 1960.
**£160** Only, BEDFORD Duple Vista 29-seater luxury coach, certificate of fitness December, 1960.
TERMS AND EXCHANGES.

### WILDE AND BENNETT, LTD.,
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 834-246

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### PETERBOROUGH ENGINERING CO.

**1956** DODGE 124AP6 Scammell tractor, £600.
**1956** York 17-ton tandem axle trailer, 25-ft. platform, servo brakes, £775.
**1955** COMMER TS3 13-ft. 6-in. wheelbase drop-side truck, £650.
**1954** DODGE 105AP6 platform truck, £400.
**1953** FODEN FE6/15 8-wheel tipper, 20-ft. 14 cu yd. body, Pilot gear, very good condition, £1,750.
**1952** FODEN 4LW tractor chassis and cab, clean, £400.
**1950** LEYLAND 8-wheel tipper, suitable for pit work, 600 engine, £550.

### 44 EYE ROAD, PETERBOROUGH.
PHONE 6161. 834-276

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**FARNDON MOTORS,** Fosseway, Farndon, Newark. Phone, East Stoke 362.
**1959** BEDFORD 7-ton normal-control tipper. This vehicle cost £1,800 in April and is now offered at £1,050.
**1959** COMMER TS3 tipper, virtually as new, air brakes, £1,550.
**1958** COMMER TS3 tipper, £925.
**1959** FORD Trader 7-ton tipper, 3,000 miles only, £985.
**1956** ALBION Chieftain tipper, £585.
**1951** DODGE medium-wheelbase tipper, £245.
**1951** COMMER R6 o.h.v. engine, 22-ft. trailer, Brockhouse couplings, tyres, 90 , £275.
**1949** BEDFORD 5-ton van, good condition, £125.
**1954** AUSTIN Loadstar drop-side, very clean and tidy, £245.
**OTHER** vans, flats and tippers. Low deposit and balance over two or three years. Open all day Saturday and Sunday morning. 834-353

**£525.** 1956 BEDFORD R6 diesel 7-ton long-wheelbase twin-ram tipper, deep section chassis fitted.
**£265.** 1947 FODEN 6-ton diesel lorry, fitted with lift-off 2-tier cattle container body.
**£125.** 1953 BEDFORD 2-ton long-wheelbase Morris.
**£265.** 1955 FORD 4D diesel 2-3-ton lorry.
**£275.** Eagle 10-12-ton low-loader trailer, 4-in-line, knock-out axle, 14-ft. well, Scammell coupling.
**TWO** Frauhaun 20-ft. 10-12-ton trailer, drop wheels, £125 the pair.
**£85** Hand hydraulic 6-ton Scammell tipping trailer.
**£40.** 3-ton 16-ft. Scammell trailer.
**255** WALTON LANE, Liverpool, 4. Aintree 1873. 834-521
**DODGE,** November, 1955, 7-ton long-wheelbase twin ram tipper, wooden body with alloy floor, 2-speed axle, helper, reconditioned.
**DODGE,** November, 1955, 7-ton short-wheelbase tipper, 2-speed axle, new engine January last, helper springs, reconditioned.
**COMMER** 1956 TS3 7-ton short-wheelbase tipper, alloy body, good condition.
**HOLMES AND YOUNIE, LTD.,** 30-46 Suffolk Rd., Sheffield, 2. Phone 21370. 834-374

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### MARSTON MOTOR CO., LTD.,
SEVEN SISTERS ROAD, TOTTENHAM,
LONDON, N.15.
Phone, Stamford Hill 8000.

### USED COMMERCIAL VEHICLES.

**1958** MORRIS 15-cwt. Minivan, low mileage, excellent throughout, £390.
**1957** BEDFORD Kenex Aristocrat, 12-seater, £445.
**1955** BEDFORD 7-ton 7-cu.-yd. tipper, R6 Perpetuity engine and six new 900 by 20 12-ply tyres fitted 10,000 miles ago, excellent condition throughout, £685.
**1955** MORRIS 1-ton van, in primer, £350.
**1955** FORD 3-4-ton diesel 1,200-cu.-ft. Luton.
**1955** FORD 3-4-ton 4D drop-side truck, £365.
**1954** BEDFORD CA van, in primer, £235. 834-89

## Used Goods Vehicles (contd.)

**TILBURY'S (SOTON), LTD.,**
CENTRAL STATION BRIDGE ROAD,
SOUTHAMPTON.
Phone 24731.
SEDDON DIESEL DISTRIBUTORS.
COMMER-KARRIER MAIN DEALERS (HEAVY).
PART-EXCHANGES AND H.P. TERMS.

**1957,** August, SEDDON diesel, fitted with 20-ft. platform body, 9.00 by 20 tyres, Mark 2 R6 engine, helper springs, one C-licence owner, above average condition.
**1956** (June delivery) SEDDON diesel Mk. 5-L, fitted with de luxe cab, 8.25 by 20 tyres, one Olicence owner, reasonable mileage, above average condition; choice of two.
**1956** B.M.C. 3-4-ton cattle truck, complete with usual fittings, one owner-driver, above average condition.
**1954** DODGE diesel, fitted with drop-side body, one C-licence owner, very good condition throughout.
**1954** BEDFORD diesel, fitted with drop-side body, one C-licence owner, good tyres and in clean condition.
**1953** (August delivery) LEYLAND Octopus, fitted with platform body, 4-wheel Dyson trailer, one C-licence owner, one driver, exceptional condition.
**1949** MAUDSLAY 4-wheeler with 4-wheel trailer, engine recently fitted, good tyre equipment.
**1948** SEDDON diesel Mark 5-L, fitted with twin-speed axle and 5-ton 4-wheel trailer.
**1955** SEDDON diesel Mk. 8-R Scammell tractor unit.
**1954** SEDDON diesel Mk. 5-L, fitted with drop-side body, one owner.
ALWAYS in stock, diesel and petrol vehicles between £200-£400. 834-78

**CHASESIDE MOTOR CO., LTD.,**
GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.
Phone, Enfield 3456.

**1959** Trader artic., blue-black, S.A.E. coupling, 12-ton K/O 12-ft. well, Crane trailer, 5,000 miles, £1,750.
**1957** 3-ton short-wheelbase Trader, small mileage, 4D, £495.
**1955** 2-ton FORD Thames 4D, new liners, pistons and rings fitted to engine, excellent running order, £385.
**1948** 5-ton DENNIS approx. 1,000-cube integral-cab furniture van, excellent condition, £100.
ALL new Trader models available from stock. 834-60

**1955** DENNIS Stork 1,860-cu.-ft. pantechnicon, Perkins P4 underfloor engine, excellent condition, £500.
**1956** Thames 4D boxvan, good condition, fully guaranteed, £350.
**1955** ALBION Chieftain with 16-ft. platform and 9.00 by 20 tyres, good condition, £700.
**1955** 7-ton BEDFORD tipper with coachbuilt body and R6 engine, fair condition, £250.
R. SHAW AND SONS, 322 Springburn Rd., Glasgow, N.1. Phone, Springburn 6071-2. 834-23
**1958** BEDFORD diesel artic. unit, nominal mileage, tyres and general condition very good, painted red and green, £6,600. 1958 Commer 6-ton long-wheelbase drop-side truck, green and red, nominal mileage, in excellent condition, £750. 1956 Bedford 5-ton long-wheelbase diesel drop-side truck, very good condition, painted green, nominal mileage, £525. 1955 Thames 4-door long-wheelbase drop-side truck, with heavy duty equipment, painted blue, £425. 1957 Morris 30-cwt. truck, painted green, tyres and general condition, excellent, £435. Lincolnshire Motor Co., Wellowgate, Grimsby. Phone 5443-4-5. Exchanges. 834-83
NEW ALBION Chieftain chassis and cab to suit a 19-ft. body.
NEW LEYLAND Comet CS3-3R chassis and cab.
**1955** DODGE 5-ton short-wheelbase tipper, as new.
**1955** BEDFORD 7-ton diesel platform.
**1951** E.R.F. 4-wheel drop-side truck.
PART-EXCHANGES and hire-purchase.

COMMERCIAL MOTORS (CLAY CROSS), LTD., Derby Rd., Clay Cross, near Chesterfield. Phone, Clay Cross 3302. After 6 p.m., Chesterfield 6546. Clay Cross 2364. 834-68
8-WHEELED double-drive SCAMMELL, 1940, new cab, good order except tyres, twin rears, £465.
6-WHEELED LEYLAND, 1956, air brakes, 600 engine, new tyres, trailer attachment, 24-ft. flat, monkey bolster, £2,100.
MAXLINES, LTD., 100 Corsebar Rd. Paisley 8283. 836-8032
**1955** 4D long-wheelbase drop-side truck, 4 tons, good condition, £385. Economic Tyre Service, Garth Mill, Ffynnongoch, nr. Mostyn. N. Wales. Phone, Mostyn 288. 834-x1199
HENSMAN, Brentwood 5252, offer:—
**1956** BEDFORD 7-ton all-alloy drop-side truck, Perkins R6 engine, choice of three, £545.
**1956** MORRIS-COMMERCIAL 3-ton diesel drop-side truck, good condition, five new tyres, £355.
**1955** FORD 10-cwt. van, good condition, sprayed in primer, £170. 834-19

**JESSUPS (STRATFORD), LTD.,**
125-134 HIGH STREET,
STRATFORD, E.15.
Maryland 6699.
BEDFORD MAIN DEALERS AND PERKINS SIGNHOLDERS.

**1957** BEDFORD heavy-duty petrol tipper, £575.
**1956** BEDFORD 5-ton long-wheelbase tipper, petrol, £450.
**1955** BEDFORD 10-ton articulated unit, diesel with Scammell coupling, £450.
**1954** COMMER 7-ton truck, diesel, good condition, £650.
**1953** BEDFORD 30-cwt. Spurling van, £275. 834-77

## Used Goods Vehicles (contd.)

**GRAHAM BROTHERS (MOTORS), LTD.,**
OFFER THE FOLLOWING COMMERCIALS FOR SALE:—

**UNB 284** 1957 BEDFORD 3-ton long-wheelbase drop-side truck (diesel), £515.
**ONE 266** 1954 BEDFORD 3-ton long-wheelbase drop-side truck (petrol), £325.
**GDK 248** 1945 BEDFORD 3-ton long-wheelbase platform lorry (petrol), £50.
**KTE 21** 1949 (April) BEDFORD 5-ton short-wheelbase tipper (petrol), £95.
**JTB 185** 1948 (January) BEDFORD 5-ton short-base tipper (petrol), brown, £150.
**TNA 214** 1956 (May) BEDFORD 5-ton long-wheelbase drop-side truck (diesel), red, £550.
**KFY 595** 1954 (September) BEDFORD 5-ton long-base cattle truck (diesel), blue, £550.
**PDB 364** 1959 BEDFORD 6-ton short-wheelbase tipper (diesel), green, £1,025.
**SVR 987** 1956 (March) BEDFORD 7-ton short-wheelbase tipper (diesel), blue, £550.
**SVR 986** 1956 BEDFORD 7-ton short-wheelbase tipper (diesel), blue, £550.
**JNR 231** 1953 (January) BEDFORD 7-ton short-base tipper (diesel), £373.
**TNC 344** 1954 (January) COMMER 25-cwt. van, green, £150.
**OUK 51** 1955 (May) DODGE 7-ton short-wheelbase tipper (diesel), red-grey, £625.
**LBA 466** 1956 FORD 5-ton long-wheelbase platform (diesel), £525.
**FDJ 359** 1956 BEDFORD Scammell 8-ton (diesel), £700.
CHOICE of several 6-ton SCAMMELL Scarabs, 1952 onwards; petrol or diesel, from £225 to £600.

**COMMERCIAL VEHICLE SALES DEPT.,**
799-835 CHESTER ROAD,
STRETFORD, MANCHESTER.
Phone, Tra 3311, Ext. 11. 834-32

**PRAILLS (HEREFORD), LTD.,**
COMMERCIAL VEHICLE SPECIALISTS.
ATKINSON AUSTIN FORD DODGE.

NEW DODGE short-wheelbase tipper, Leyland Comet engine, 18500 2-speed axle, helper springs, immediate delivery.
**1959** AUSTIN diesel 7-ton, 2-speed axle, power steering, 18-ft. sided body, 9.00 by 20 tyres, 11,000 miles only, available due to completion of contract.
**1956** DODGE 7-ton diesel 17-ft. 6-in. drop-sided lorry.
**1955** ALBION Clydesdale 7-8-ton tipper.
**1952** SEDDON short-wheelbase tipper, P6 engine. Pilot twin ram underbody tipping gear.
FODEN 6-wheeler, ex-M.o.S., first registered 1956, 6LW Gardner double axle drive, 21-ft. platform body.

**PRAILLS (HEREFORD), LTD.,**
HOLMER ROAD,
HEREFORD.
Phone 4221 (6 lines). 834-53

**1953** FODEN Mark II 2-stroke 8-wheeler, new engine three months, new tyres throughout, immaculate, £1,600.
**1955** LEYLAND Octopus, double drive, high sides, reconditioned throughout, ready for work, £1,850.
BOTH vehicles are ready to work, no dealers need reply.
REPLIES to: J. Wright and Co. (Doncaster), Ltd., 22 High St., Hatfield, Doncaster. 834-497
**1955,** October, BEDFORD CA van, black, £295.
**1955** AUSTIN A40 van, maroon, £245.
AUTO SALES AND SERVICES, LTD., Burgh Heath, Surrey. Phone, Burgh Heath 2059. 834-464
SPECIALISTS in Albion, Leyland and Thames body-builders and painters, officially appointed fitting station. Syndromic automatic lubrication equipment.
THE RELIANCE GARAGES (BRIGHOUSE), LTD., Wakefield Rd., Brighouse, Yorkshire. Phone: Day, Brighouse 1677; night, Bradford 78486 or 71077. 834-356
ONE new COMMER 7-ton long-wheelbase chassis and cab, TS3 oil engine, five-speed box, 900 by 20 tyres, immediate delivery.
**1953** (Late) 6-ton E.R.F. drop-sided truck, 4LK engine, good tyres and in very excellent condition, hire purchase available.
NORTH END REAR GARAGE, Blackburn Rd. West, Bolton. Phone 10197; night, Eagley 868. 834-411
SAYERS GARAGE, Brough, Westmorland. Brough 226. 834-375
COMMER articulated 12-ton forward-control, 2-stroke, Eaton 2-speed, with B.T.C. trailer and Eagle pole trailer, first registered September, 1956, new engine, etc., fitted last month, price £1,050. Ducker, Sawmills, Brinsworth, Rotherham. Phone 2539. 834-259
W. H. SHORT, LTD., Newthorpe, Notts, Kemberley 2391. 834-144

**WILLIAM H. KING (KING'S LYNN), LTD.,**
SOUTHGATES, KING'S LYNN.
MAIN FORD DEALERS.
Phone, King's Lynn 3444-5-6.
OFFER THE FOLLOWING SELECTED HEAVY COMMERCIAL VEHICLES:—

**1956** 5-ton DODGE long-wheelbase double-drop-side diesel truck, 2-tone paintwork, excellent tyres, £475.
**1955,** November, 5-ton Thames long-wheelbase double-drop-side diesel truck, repainted, low mileage, one owner only, £425.
**1955,** October, 2-3-ton AUSTIN long-wheelbase double-drop-side diesel truck, low mileage, excellent all-round condition, £375.
**1948** 5-ton AUSTIN platform P6 diesel truck, a very useful truck at knock-out price, £100.
THE above are a representative selection of our used commercial-vehicle stock. Others arriving daily. Phone for demonstration.
PART-EXCHANGE and hire-purchase terms with pleasure. 834-29

## Used Goods Vehicles (contd.)

**GRAHAM AND ROBERTS, LTD.,**
BOTCHERGATE, CARLISLE.
Phone 26171 (4 lines).

NEW MORRIS 5-ton 160-in.-wheelbase chassis and cab, diesel, 8.25 by 20 tyre equipment, Helper springs, £1,153 11s. 9d.
NEW MORRIS 5-ton short-wheelbase 5-cu.-yd. end tipper, diesel, 8.25 by 20 tyres, single heater and demister unit, £1,251.
**1955,** December, COMMER 8-cwt. van, duo-tone green, £325.
**1956** BEDFORD 10-12-cwt. milk float, green, £325.
**1957,** October, BEDFORD Utilibrake, blue, £425.
**1955,** May, Thames 4D 4-ton hydraulic end tipper, one C-licence owner, immaculate, £450.
**1955,** January, Thames 4D 4-ton 19-ft. 6-in. platform (Baico extension), one C-licence owner, £425.
**1956** MORRIS 5-ton 16-ft. 6-in. drop-side lorry, 4-litre petrol engine, one C-licence owner, £450.
**1955,** June, KARRIER Bantam, equipped with "Smiths" travelling shop bodywork, very small mileage, as new, offers. 834-27

**HALE MOTORS (TOTTENHAM), LTD.,**
THE HALE, N.17.
Tottenham 7771 (four lines).
VANS.

**1959,** March, genuine FORD 15-cwt. personnel carrier, upholstered seats, 8,000 miles only.
**1958** BEDFORD Workabus.
**1957,** November, MORRIS 13-seater Minibus.
**1957** COMMER Express delivery van, dual colour, heater, under 20,000 miles.
**1955** AUSTIN 10-cwt. gown van, in excellent order.
**1955** COMMER Superpoise gown van, in tip-top condition.
**1954,** November, FORD Thames 4D Luton van, 1,350 cu. ft., unladen weight 3 tons 12 cwt.
AUSTIN, Ford, Rootes Group.
COMPREHENSIVE stock always held. 834-228

**1955** 7-ton 145 AR6 DODGE, fitted with twin-ram tipper and high-sided body, new engine and tyres (very clean vehicle).
**1952** SENTINEL 6-wheeler, DD 6-cylinder engine.
**1955** 6 FORD 4D 3-ton long-wheelbase, new engine and tyres.
**1949** DODGE long-wheelbase, P6 (cheap).
TWO 17-ft. trailers (Scammell couplings).
PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541. 834-361
**1954** A.E.C. 8-wheel tipper, 25-cu.-yd. alloy body, twin Edbro tipping gear, 5-speed box, double drive, new engine this year, new-look cab fitted by A.E.C. works in September, new tyres all round (available immediately), £2,350.
**1955** FORDSON short-wheelbase tipper, 5-cu.-yd. all-steel body with Anthony under-body hoist, Perkins P6 engine, £285.
**1954** BEDFORD long-wheelbase truck (300-cu.-in. petrol engine), excellent condition throughout, £295.
MANSFIELDS, LTD., Astley House, Lewes. Phone 49. 834-301
H. TAYLOR AND CO., LTD., offers:—
**1953** MORRIS 5-ton drop-side long-wheelbase truck, £175.
**1956** FORD 10-cwt. van, £195.
1-2 THE CRESCENT, Surbiton, Elmbridge 0081. 834-249
**1959** AUSTIN 30-cwt. van (petrol), as brand new, 570 miles only, £650.
**1957** BEDFORD 5-ton short-wheelbase tipper, one owner, excellent condition, £450.
**1956** B.M.C. diesel tipper, well shod, good condition, £390.
**1956** BEDFORD (diesel) 7-ton long-wheelbase drop-side truck, well shod, good condition, £250.
**1954** FORD Thames 4D tipper, £220.
**1950** BEDFORD 5-ton long-wheelbase drop-side truck, reconditioned engine fitted, 6,000 miles only, well shod, £120.
ERRINGTONS OF EVINGTON, Leicester. Phone 38102-3. 834-278
**5-30**-CWT. various commercial vehicles, prices from £50, including selection of Lutons. L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 7667 and 7575. 834-470

**COUNTY OAK SERVICE STATION, LTD.,**
VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

**1958,** December, FORD 5-cwt. van, £335.
**1958** AUSTIN 1-ton van, 13,000 miles, £375.
**1958** BEDFORD Workabus, £400.
**1956** BEDFORD CA van, £275.
**1955** TROJAN diesel 1-ton van, choice of three, £245.
**1953** MORRIS Series E 5-cwt. van, £125.
**1952** BEDFORD 5-ton tipper, £150.
**1951** AUSTIN 3-way loader, one owner, £85.
**1951** 15-cwt. TROJAN van, petrol, £50.
**1950,** October, AUSTIN 2-ton Luton van, £95.
**1950** FORD 10-cwt. van, £125.
**1949** 2-ton BEDFORD boxvan, one owner, £75. 834-516

## Used Goods Vehicles (contd.)

BIRMINGHAM COMMERCIAL OFFER:—

NEW MORRIS 7-ton long wheelbase.
NEW MORRIS 30-cwt. Luton van, 700 c.c.
NEW BEDFORD 4-ton Luton van, 1,150 c.c.
1956 BEDFORD 7-ton short-wheelbase tipper.
1954 E.R.F. 8-wheeler boxvan.
1955 E.R.F. 8-wheeler.
1952 FODEN 4LK.
1953 FODEN 6-wheel dumper.
1949 FODEN 5LW.
MORRIS diesel-electric 5-ton crane.

TERMS AND EXCHANGES.

560 COVENTRY ROAD,
BIRMINGHAM, 10.
Phone, Vic 0437-8. 834-235

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BLOX SERVICES, LTD.,
LONDON ROAD, MORDEN, SURREY.
Phone, Mitcham 4533-4.

AUSTIN, 1959, 1-ton van, 3,000 miles, £510.
MORRIS, 1948, PV van, £75.
MORRIS, 1949, PV van, £85.
AUSTIN, 1948, 3-ton pantechnicon, £115.
MORRIS, 1954, J type van, £175. 834-198

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L. A. MITCHELL (MOTORS), LTD.,
DODGE DISTRIBUTORS,
PERKINS DIESEL SIGNHOLDERS.

1957 7-ton DODGE normal control drop-side truck, R6 engine 2-speed rear axle, £825.
1955 6-ton DODGE diesel tipper with 6-yd. steel body, £525.
1951 6-ton DODGE petrol tipper, £150.
1 BALHAM HIGH RD., S.W.12. Phone, Bal 2234. 834-216

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CROSSROADS COMMERCIALS, LTD.,

TWENTY 1957 FORD Thames 5-ton tippers, Perkins P6 engines, £300 each, no exchange.
1956 B.M.C. 4-ton diesel tippers, choice of five.
1950 LEYLAND Comets, ex-petroleum company, choice of four.
1950 A.E.C. Monarchs, cab and chassis, ex-petroleum company, choice of four.

CROSSROADS COMMERCIALS, LTD.,
GILDERSOME, NEAR LEEDS.
Phone, Morley 4144-5-6. 834-484

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CHARLES WENSLEY AND SONS, LTD.

OFFER THE FOLLOWING

1955 BEDFORD 7-ton short-wheelbase tipper with all-steel drop-side body, choice of two, £550.
1955 BEDFORD 7-ton long-wheelbase diesel drop-side truck, 17-ft. 6-in. body, £475.
1955 AUSTIN 5-ton short-wheelbase petrol tipper, £450.
1953 DODGE 7-ton medium-wheelbase tipper, R6 diesel engine and Eaton 2-speed rear axle, fixed side wooden body, £600.
1953 BEDFORD 7-ton short-wheelbase petrol tipper, Eaton 2-speed rear axle, and all-steel U-shaped body, new tyres, £350.
1953 COMMER 5-ton long-wheelbase petrol tipper, £275.
1950 BEDFORD 2-ton box-van, petrol, good condition, new tyres, £250.
CHOICE of several good used 10-12-cwt. vans and Utilabrakes.

PHONE 2294
OR CALL AT
68 INGS ROAD,
WAKEFIELD. 834-9

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CHANDLERS MOTORS, LTD.

LUTON vans and pantechnicons.

1955 FORD 4D diesel 3-ton semi-Luton van, in good condition, £275.
1954 BEDFORD A model 3-ton van, used on Admiralty contract, in excellent order, £350.
1953 BEDFORD A model 5-ton Luton, C-licence operator, £285.
1951 BEDFORD 3-ton pantechnicon, 947 c.c., first-class vehicle, £265.
1951 GUY Vixen 6-ton, petrol, 1,200 c.c., C-licence operator, first-class vehicle, £300.

TRUCKS.

1955 BEDFORD 7-ton petrol long-wheelbase truck, C-licence operator, £330.
1955 FORD 4D diesel 3-4-ton truck, in very good order, £250.

TIPPERS.

1952 DODGE petrol, fixed top, 6-ton long-wheelbase twin-rams, 7 cu. yd. body, excellent condition, £240.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 834-423



## Used Goods Vehicles (contd.)

CENTRAL GARAGE,
AUTHORIZED
LEYLAND, ALBION DEALER,
BARNSLEY ROAD, SOUTH ELMSALL,
NEAR PONTEFRACT.
Phone, South Elmsall 276-7-8.

ALBION Model HD, 1951, fitted with 20-ft. platform body.
ALBION Chieftain, 1954, fitted with alloy platform body.
AUSTIN 5-ton 1953 tipper, fitted with P6 engine.
AGUY Otter, 1955, fitted 18-ft. drop-sided body, 4LK engine and 2-speed axle.
E.R.F., 1949, Gardner 4LW, 18-ft. drop-side body.
MAUDSLAY Maharanee tractor, 1947, with fifth-wheel coupling and 24-ft. Dyson tandem axle semi-trailer.
MAUDSLAY Mogul, 1948, Gardner 5LW engine, drop-side body.
LEYLAND 1955 semi-forward control, fitted with 18-ft. drop-side body.
1950 SEDDON, P6 engine, 16-ft. drop-sided body.
B.M.C. 7-ton 1958, with 6-sided tipping body and Millshaw gear.

TERMS AND PART-EXCHANGES.

CENTRAL GARAGE,
SOUTH ELMSALL 834-357

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ALMA GARAGES (BRISTOL), LTD.,
103 VICTORIA STREET, BRISTOL, 1.
PHONE 24411.

1952 GUY Otter long-wheelbase drop-side truck, 4LK Gardner engine, first registered March, 1952, Homalloy body, ready for immediate service, £350.
1953 SEDDON long-wheelbase 15-ft. flat platform truck, P6 diesel engine, in good all-round condition, £400.
1954 THORNYCROFT Sturdy Star long-wheelbase boxvan, first registered December 1954, 21 ft. long, 8 ft. 6 in. high, 7 ft. 3 in. wide inside, in first-class condition, almost new tyres, reconditioned engine and gearbox recently fitted, £525.
1957 Model ALBION Reiver, 6-wheeler, double drive, Leyland Comet diesel, 22-ft. flat platform, ready for immediate service, £1,250. 834-67

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DUROSE GARAGE,
A.E.C. AND DODGE,
TROJAN DISTRIBUTORS.

1954 COMMER Superpoise single-ram tipper, 10-ft. 6-in. drop-side body.
1954 Sturdy Special, CR6 engine, 20-ft. platform body, 9.00 by 20 tyres.
1955 BEDFORD S-type, R6, 16-ft. 6-in. drop-sided body, 36 by 8 tyres.
1957 GUY Otter, 4LK, Eaton axle, 18-ft. flat, 9.00 by 20 tyres.
1955 BEDFORD R6 7-ton long-wheelbase, complete with insulated container body, 9.00 by 20 tyres, really excellent condition.

LIVERPOOL ROAD,
NEWCASTLE, STAFFS.
Phone, Newcastle 52251-2.
On the A34 road. 834-413

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WARWICK MOTOR ENGINEERING CO., LTD.,
ALBION CONCESSIONNAIRES,
AUTHORIZED LEYLAND DEALERS.

1958 FORD Trader 7-tonner, platform body, in excellent condition throughout.
1958 (Late) DODGE 7-8-tonner, Leyland Comet engine, Eaton 2-speed axle, twin-ram tipper, 15-ft. drop-sided body.
1957 (Late) LEYLAND Octopus, 24-ft. drop-side body.
1951 THORNYCROFT Sturdy Star, 16-ft. 6-in. platform body.
1951 E.R.F. 7-8-tonner, 5LW, end hydraulic tipper, very good order throughout.
1948 SENTINEL 7-8-tonner, 4-cylinder Ricardo engine.
1950 ALBION Chieftain hydraulic tipper, choice of two.
1948 SCAMMELL 8-wheeler, 6LW engine.
FOR further details and prices of the above apply:
STOKE GARAGE, Copeland St., Stoke-on-Trent. Phone 47507-8. 834-455

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THE NIGHTINGALE ENGINEERING CO., LTD.

1954 SEDDON-SCAMMELL tractor, clean vehicle.
1951 MAUDSLAY 8-wheeler platform.
1956 (Registered) 6-wheel FODEN platform.
1950 DENNIS Max, very clean vehicle.
1951 E.R.F. twin-steer platform, good condition.
WESTERN LANE, London, S.W.12. Battersea 2193. 834-354

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E. RAYMENT, LTD.,
DODGE DISTRIBUTORS FOR EAST LONDON.

NEW DODGE 7-ton forward-control diesel tippers, Leyland engine, B and E, 4LNX tipping gears, 10-cu.-yd. steel drop-sided body (calibrated); one for immediate delivery.
FORD 5-ton 4D (diesel) platform, repainted, three months' guarantee.
FORD 5-ton ET7 (diesel) platform; choice of two.
FORD Trader 12-cu.-yd. tipper, 1958, 2-speed axle, excellent vehicle.
334-340 ROMFORD RD., London, E.7. Maryland 4772-3-4. 834-335

## Used Goods Vehicles (contd.)

PERCY D. SLEEMAN, LTD.,
LONDON COMMER DEALERS.

NEW.
COMMER 7-ton 13-ft. 6-in.-wheelbase chassis-cab, air brakes, 5-speed gearbox, helper springs, double heaters, 9.00 by 20 tyres, blinker lights.
COMMER 12-ton tractor with Scammell automatic coupling gear, 8.25 by 20 tyres, air brakes, rubber wings, out-size and normal-size towing loops, dual heaters.
COMMER-UNIPOWER 24-ft. 6-wheel platform truck, with 9.00 by 20 tyres, air brakes, power steering.
USED.
1958 BEDFORD diesel 5-ton tipper.
1957 DODGE 146 R6 long-wheelbase platform truck.
1957 COMMER short-wheelbase tipper, alloy body (choice of three).
1956 FODEN FG5/9 short-wheelbase tipper.
1955 7-ton B.M.C. diesel platform truck.
1949 FODEN twin-steer platform lorry.

38 UXBRIDGE ROAD,
EALING, W.5.
PHONE, EALING 7987.
After hours, Western 1321. 834-419

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THE RELIANCE GARAGE (NORWICH), LTD.,

OFFERS:—

AUSTIN Loadstar and timber pole trailer.
BEDFORD P6 unit and Carrimore low-loading trailer with knock-out axles.
P6 Diesel engines complete, from £75.
REBUILT FORD V8 engines from £30.
ROGERS type semi-low-loading trailers, 20-ft. long; choice of two, one with air brakes.
RUSTON 3-cylinder diesel, 3VQBN.

HEIGHAM STREET,
NORWICH.
Phone 28911-5. 834-306

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1959 BEDFORD SB3, fitted with 41-seat Burlingham luxury coach body, heater, radio, finished in grey and red, red interior, certificate of fitness 1966, as new, £2,950.
1956 BEDFORD 15-cwt. van, good condition.
1955 ALBION Chieftain 7-ton tipper, 7 cu. yd.
1957 LEYLAND Comet tipper, fitted with Anthony hoist, 6½ cubic yd. steel body, low mileage, good tyres.
1956 ALBION Reiver, 23-ft. drop-side body, tyres as new.
1949 A.E.C. Monarch 18-ft. platform 9.00 by 20 tyres.

ARLINGTON MOTOR CO., LTD.,
DUMBALLS ROAD, CARDIFF, GLAMORGAN.
Phone, Cardiff 30641. 834-313

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COM MOTORS, LTD.

1958 MORRIS 15-cwt. Omnitruck, with tilt, immaculate condition, £395.
1956 BEDFORD 10-12-cwt. van, immaculate, £265.
1955 BEDFORD 12-cwt. van, plain blue, very clean, £225.
1955 BEDFORD Dormobile, one owner, £300.
LARGE variety of used commercial vehicles always available and covered by our three months' guarantee.
FORTESS GROVE, Fortess Rd., Kentish Town, London, N.W.5. Gulliver 5888-9. 834-413

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SHELDON MOTOR SERVICES,
2119 COVENTRY ROAD,
SHELDON, BIRMINGHAM, 26.
Phone, Sheldon 4386-7-8.

1953 AUSTIN 25-cwt. van, converted to mobile canteen with unused equipment, cost £400, £245.
1955 MORRIS 30-cwt. truck, low mileage, £275.
1953 COMMER 15-20-cwt. drop-side builders truck, £185.
NEW Omnivan with side door, for immediate delivery.
AUSTIN 25-cwt. hydraulic hand tipper truck, £165.
1954 BEDFORD 30-cwt. delivery van.
TERMS, exchanges. 834-395

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SPURLING MOTORS (CHISWICK), LTD.
(Chiswick Flyover.)

FOR quality-tested used vehicles.
1956, November, BEDFORD 3-ton petrol, Spurling integral van, excellent condition, £375.
1953 BEDFORD 25-cwt. petrol Spurling van, clean condition, £225.
1956 BEDFORD 5-ton petrol long-wheelbase truck, excellent condition, £475.
1958 BEDFORD Utilabrake special, blue and cream, low mileage, one owner, first-class condition, £475.
1958 BEDFORD CA van, one owner, first-class condition, £350.
CHOICE of several.
1958 KARRIER Bantam diesel special boxvan, one owner, excellent condition, £675.

BEDFORD HOUSE,
CHISWICK HIGH ROAD,
CHISWICK, W.4.
Chiswick 6741. 834-401

## Used Goods Vehicles (contd.)

**GILBERT RICE, LTD.,**
HORSHAM, SUSSEX.
Phone 4331.

**1957** FORD Trader 152-in.-wheelbase 6-cylinder diesel truck, one owner, in excellent condition, £645.
**1947** BEDFORD pantechnicon, in good order, £145.
**1953** BEDFORD 5-ton insulated meat van, £375.
**1958** Thames Trader 6-cu.-yd. diesel tipper, with many extras, including 9.00 by 20 12-ply tyres in excellent condition, cost £1,500 new, a bargain at £1,050.
**1953** AUSTIN 3-ton diesel truck, excellent condition, recellulosed, £345.
**1954** AUSTIN 3-ton diesel truck, recellulosed, excellent condition, £365.
**1955** BEDFORD 7-ton platform diesel truck, good tyres and in good condition, £445.
**1957** BEDFORD 6-cu.-yd. long-wheelbase diesel tipper, new tipping gear fitted, in excellent condition, £695.
**1957** Thames Trader 5-ton 4-cylinder diesel truck, recellulosed, £595.
THREE new Thames Traders in stock. Phone for details. 834-433

**SPA GARAGES (LEEDS), LTD.,**
LEYLAND-ALBION AGENTS,
MEANWOOD ROAD, LEEDS, 7.
Phone 34884.

**1952** ALBION Clydesdale, van body, length 15 ft., reconditioned engine 12 months old, C licence owner, first-class condition.
**1949** (Late) ALBION medium-wheelbase tipper, fitted Chieftain diesel engine, good condition.
**1948** ALBION FT3 (petrol) medium-wheelbase tipper, 13-ft. body, good condition.
**1947** ALBION CX medium-wheelbase tipper, good condition.
**1953** (Late) DODGE, Perkins R6 engine, 17-ft. body, excellent condition.
PART-EXCHANGES. H.P. arranged. 834-370

**WRAY PARK GARAGES, LTD.,**
MORRIS DISTRIBUTORS,
REIGATE 2263 (SURREY).
IMMEDIATE OR EARLY DELIVERY
ON ALL MODELS FROM 5 CWT.-15 TONS.
IMMEDIATE delivery, list price. MORRIS 30-cwt. LD02 diesel chassis.
GOOD STOCKS OF
SECOND-HAND VEHICLES
AS BELOW:—
**1956** AUSTIN 5-ton drop-side truck, £495 o.n.o.
**1956** MORRIS J van, one owner, £350.
**1953** MORRIS PV van, one owner, £145. 834-345

**EATONS OF MANCHESTER OFFER:—**
A Good selection of tippers and flats taken in part-exchange, including Bedford, Austin, Commer, Ford and Morris, prices from £65, deposits from £25. All inquiries solicited.
**HENRY EATON, LTD.,**
107 PALMERSTON STREET,
ANCOATS, MANCHESTER.
Phone Ardwick 3146. 834-382

**£295.** 1955 BEDFORD 2-3-ton long-wheelbase drop-sided lorry, as new, one owner.
**£395.** 1956-7 BEDFORD 2-3-ton long-wheelbase drop-sided lorry, as new, one owner.
**£245.** 1950 AUSTIN Loadsuar 2-3-ton Luton furniture van, approximately 1,000 cu. ft. capacity, one owner.
**KIRKHAMS COMMERCIAL MOTORS,**
82 HILTON STREET,
SALFORD, 7.
Phone, Broughton 2316, 2437. 834-385

**VIGO MOTORS.**
**1958** AUSTIN ¼-ton van, low mileage, £470.
**1957** 10-cwt. BEDFORD van, £295.
**1955** 10-cwt. BEDFORD van, £195.
VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 834-323

**1955** A40 van, £250.
**1957** BEDFORD 15-cwt. van, £310.
**1957** MORRIS J2 van, £285.
ONE 1955 COMMER Luton van, £525.
CAMPBELL SYMONDS AND CO., LTD., Forty Avenue, Wembley, Middx. Arnold 7771. 834-168

ACORN MOTORS, LTD., offer:—
NEW 10-12-cwt. ATLAS van, list price.
**1952** BEDFORD 2-ton drop-side truck, very good condition, heater, £170.
**1952** A70 Pick-up, red and cream, choice of two, £185.
**1955** A40 AUSTIN pick-up truck, green, £275.
**1956,** October, BEDFORD CA builders' truck, one owner, low mileage, exceptionally clean, £320.
24 CROSS RD., Hanworth, Middx. Feltham 5888. 834-200

## Used Goods Vehicles (contd.)

**1955** 4-cylinder 30-cwt. drop-side truck, petrol, exceptional condition.
**1958** Thames Trader 6-cylinder diesel, 160-in. wheelbase, 7-ton drop-side truck, nominal mileage, choice of two.
COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62692-3-4. 834-219

HEWENS GARAGES, LTD., offer:—
MORRIS J-type 10 cwt. van, 1950, £55.
COMMER Superpoise 15-cwt. diesel van, 1957, £337
FORDSON 10-cwt. van, 1955, £155.
HEWENS GARAGES, LTD., Maidenhead. Phone 1400. 834-209

### Unclassified Wanted

ANY type of commercial vehicle bought for cash, also late-model damaged vehicles. Write, 149 Mayo Avenue, Bradford, 5. Phone 27694, day or night. zzz-706

W. JONES (MANCHESTER) LTD., 5 Marsden Court, Manchester, 4. Blackfriars 6037.
WANTED, commercial vehicles, all classes, 20 short-wheelbase tippers and 20 long-wheelbase tippers; cash. Phone, Swinton 2036 and 2037; after hours, Wigan 46049. zzz-725

WANTED to purchase very urgently, four 8-wheelers; five 6-wheelers and four 4-wheelers, diesel-engined lorries; also six Albions and Seddons or similar diesel-engined flats and tippers; also several tippers; also 30-cwt.-7-ton, 1954-59; also damaged late-model lorries, suitable for rebuilding.
**WILDE AND BENNETT, LTD.,**
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 834-242

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, Whitehall Rd., Gomersal, require 1956-57-58 4- and 6-wheelers. Albion, A.E.C., Leyland, Foden, etc., for cash. Phone, Dudley Hill 1144 (six lines). 834-481

WANTED, late-model Albion, Atkinson, E.R.F., Foden, Seddon, etc., 4-, 6- and 8-wheelers, flats or tippers. Also petrol-engined vans, trucks and tippers, 30 cwt.-7 tons, Bedford preferred. Cash on sight; distance no object.
O. T. JACKSON MOTORS, LTD., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871. 834-506

### SPECIAL A-LICENCE VEHICLES

NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 59441. MAUDSLAY 8-wheeler, East Midlands Area. Seddon distributors for Monmouthshire. 834-112

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EUROPEAN CARS, LTD., distributors for London & Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulance. 129-131 Brompton Rd., S.W.7. Fremantle 7722. zzz-740

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THE new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. zzz-639

STEELE GRIFFITHS AND CO., LTD., 295 Camberwell New Rd., S.E.5. Phone, Rodney 2201-6. All makes of commercial vehicles supplied. zzz-607

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COX'S MOTORS (HILL TOP), LTD.,
AUTHORIZED DEALERS LEYLAND AND ALBION.
FOR IMMEDIATE DELIVERY.
ALBION Reiver 6-wheeler.
LEYLAND Super Comet with Boys third axle and tipping gear.
LEYLAND Octopus 8-wheeler.
EARLY DELIVERY OF OTHER MODELS.
COX'S MOTORS (HILL TOP), LTD.,
127 HILL TOP, WEST BROMWICH.
Phone, Wednesbury 0470, 1047. 834-182

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ATLAS vans, one sliding door, one hinge door, immediate delivery.
IMMEDIATE delivery new AUSTIN 1½-ton van, petrol, Commer, primer. Acorn 6731. 834-202

# PASSENGER VEHICLES FOR SALE AND WANTED

## USED PASSENGER VEHICLES

### A.E.C.

**A.E.C.** 41-seater super-luxury coach, Harrington body, radio, heater, etc., certificate of fitness 1961, to be sold urgently.
**J.** CAMPBELL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 835-8061

**1947** A.E.C. 55-seater, 7.7 engine, Roe all-metal body, fitness 1961-62, from £130 each.

**1947** A.E.C. 35-seater, 7.7 engine, Duple body, fitness 1961-62, from £135 each. A. E. Connorton, Ltd., 328 Brixton Rd., S.W.9. Brixton 7962. 834-154

**A.E.C.** Regal Mark III, 9.6, late 1947 Duple body, 33 high-back seats, certificate of fitness to 1961, engine done 11,000 since fully reconditioned, chassis in perfect order, fluid flywheel and air brakes, £350. Billies Coaches, Ltd., Mexborough. Phone 3321. 834-101

**A.E.C.** 1950, 36-seater, 9.6 engine, air brakes, full front, £650.

**A.E.C.** 1949, 36-seater, 9.6 engine, air brakes, £225.

**B**AYLISS, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 834-226

### A.E.C. Wanted

**R**ELIANCE coaches, not earlier than 1955, urgent. Box CM2214, care of "The Commercial Motor." 834-418

### AUSTIN

**1958,** Late, 11-seater P.S.V. Kenex conversion on J2, with some forward-facing seats, one owner, red interior, cream exterior, £695. Vincent Greenhous (Hereford), Ltd., Lyde Motor Works, Hereford. Phone 4794. 834-85

**A**USTIN 32-seater coaches, full fronted, 1951, certificate of fitness to 1961, ready for immediate service; choice of two. Pearl Garages, Ltd., 37 South Ealing Rd., Ealing, W.5. Eal 9046. 834-94

### BEDFORD

**F**OR sale, one BEDFORD 30-seater service bus, year 1949, certificate of fitness March, 1961, driver-operated door, price £275.

**A**LSO 29-seater BEDFORD coaches, £250 upwards. Also 33-seaters.

**S**TEEL structure building dismantled, six 37 ft., roof trusses, purlins, stanchions; also one 24 ft., roof truss, purlins, asbestos, cladding, doors, windows, etc., roof coverage approx. 110 ft., £650.

**A**PPLY, G. Keen and Sons, Heddington, Calne, Wilts. 834-8025

**B**EDFORD Duple Vista, 29 high-back seats, certificate of fitness 17.2.62, £200 o.n.o.; Bedford Duple Vista, 29 seats, certificate of fitness 30.6.60, £155, o.n.o. Todd's Coaches, Whitchurch, Aylesbury. Whitchurch 253. 835-x1171

**1956** BEDFORD Super Vega, 37-seater Duple body, 8 ft., radio, heater, small mileage, as new, £2,750. Vincent Greenhous (Hereford), Ltd., Lyde Motor Works, Hereford. Phone 4794. 834-86

**B**EDFORD, petrol, 1956, Burlingham Seagull, 41-seater, in perfect condition, £2,600 Billies Coaches, Ltd., 100 Doncaster Rd., Mexborough. Phone 3321. 834-100

**1956** BEDFORD coach, 14 seats, fitted heater, perfect condition throughout, one owner from new, £595. Colindale 9671. 834-204

**D**ISPATCH MOTORS,
FORD DISTRIBUTORS,
256-278 BOROUGH HIGH STREET, S.E.1.

**1954** BEDFORD Super Vega, certificate of fitness 1964, £1,965.

PHONE, WATERLOO **5991.** 834-329

### Bedford Wanted

**1958**-9 BEDFORDS wanted, 41-seaters, diesel or petrol. Camping's Coaches, Park Crescent, Brighton 65493. 834-856

### BRISTOL

**B**RISTOL single-deck 33-seater omnibus, 1947, with Gardner 5LW engine, certificate of fitness, £280.

**G.** H. GROVES AND SON, LTD., Windsor Avenue, London, S.W.19. Liberty 3476. 834-199

### COMMER

**1949** COMMER 30-seater luxury coach, Plaxton body, one owner from new, reconditioned engine, tyres good, five years' certificate of fitness issued 1959, licensed, any trial or expert examination, bargain price of £325; terms could be arranged.

**S.** AND F. J. BARLOW, Luxury Coaches, 24 Market St., Clay Cross, Derbys. Phone, Clay Cross 3254; or private, Chesterfield 2592. 834-372

### FORD THAMES

**O**CTOBER, 1959 41-seater Burlingham on FORD Trader diesel, as new, many extras, radio, public address, 4,000 miles only. For further details, phone, Coppermill 4855. 834-x1202

### GUY

**D**ON EVERALL, LTD.,
34 CLEVELAND ROAD,
WOLVERHAMPTON.
Phone 23212.

**1954** GUY Arab lightweight 6HLW underfloor engines, 41-seater Burlingham Seagull coaches, certified to 1964, choice of nine, ex our own fleet, £2,500. 834-110

### Guy Wanted

**W**ANTED, 1949-53 high-bridge GUY, 56 or 58 seats. Apply Box CM338, care of "The Commercial Motor." 835-8042

### LEYLAND

**L**EYLAND PS1 Duple and Thurgood bodies, excellent condition, certificate of fitness 1962 and 1963, choice of three, £450, £550. Seamarks Bros., Ltd., Luton. Phone 52731. 834-211

## Used Passenger Vehicles (contd.)

### MORRIS-COMMERCIAL

**O**NE 1958 MORRIS Minibus P.S.V., certificate of fitness.

**P**HILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541.

**1958** MORRIS 13-seater Minibus, one owner, in excellent condition throughout, for quick sale, £475, H.P. terms arranged. Colnbrook 2072. 834-355

### TILLING-STEVENS

**T**WO 33-seater TILLING-STEVENS, Gardners 5LW, coaches, £200 each.

**N.** AND C. LUXURY COACHES, Neath, South Wales. Phone, Neath 2227-8. 834-138

### UNCLASSIFIED

"HAPPY DAYS" COACHES,

**L**EYLAND double-decker PD1 diesel, 1948 and 9, power 7.4 engine, fully fronted Burlingham bodies, moquette seating, luggage rack in lower deck, Perspex roof lights 8-ft. wide, 53-seaters, heaters both decks and manually operated doors on rear platform, certificate of fitness on some others being certified for three to four years, new tyres fitted if required and repainted, price from £975 to £1,250.

**F**ORD Thames coach, 1959, June, Ford diesel Burlingham luxury coach, 41-seater, Perspex roof lights, heaters, demisters, etc. (two-speed axle), wheel discs, mileage 12,000, this machine is perfect, as new in every respect, painted to customer's choice, price £3,650.

**C**OMMER TS3 diesel, 1955, 41-seater Duple Super C Vega), colour red and cream, 6-in. brake drum fitted and brakes modified to 1959 standard, in superb condition two-speed axles and many other extras including heater (choice of two), autumn tint moquette, price £2,200 each.

**C**OMMER TS3 diesel, 1956, 41-seater Duple (Super C Vega), in superb condition, exterior red and cream, interior autumn tint moquette, many extras including heater, price £2,400 each (choice of two).

**B**EDFORD R6 diesel, Bedford Duple (Super Vega) 38-seater, red and cream, exterior autumn tint moquette, many extras, as above including heaters, demisters, new engine fitted June this year, the latest type R6, price £1,850.

**PS1**S diesel, one-man operated coaches, Leyland PS1, 1947, '48 and '49 full-fronted Duple and Burlingham bodies, no bulkheads, certificates issued by the licensing authority for one-man operation, driver-operated door, red and cream exterior, 33 luxury coach seaters, beautiful machines, have to be seen to be appreciated, heater, etc., certificates from six months to four years, choice of four, price £1,000 each.

**B**EDFORD petrol, 1952, full-fronted Plaxton 37-seater luxury coach, £850 as it stands or repainted and cleaned up to first-class coach bodily, approximately £1,000, this vehicle is not ex our own fleet; it is one we took over.

**A**LL the above vehicles can be seen by appointment only at one of our depots.

"HAPPY DAYS" COACHES,
DERBY STREET,
STAFFORD.
Phone, Stafford 2381-2-3. 834-8024

**W. HAROLD PERRY, LTD.,**
STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

**1952** A.E.C. Burlingham Seagull 39-seater coach, certificate of fitness 1963, £2,500.
**1949** CROSSLEY, Whitson body, exceptional 33-seater coach, certificate of fitness 1963, £400.
**1948** MAUDSLAY with 1952 Harrington body, 33-seater, certificate of fitness 1963, £750.
**1949** DENNIS Lancet, Plaxton body, 33-seater, certificate of fitness 1963, £350.
**1953** BEDFORD Duple, Alpine body, 35-seater, certificate of fitness 1963, £1,200.

**HARROW 1031.**
OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS AND TO 5.30 P.M. SATURDAYS. 834-161

**A. SPRINGALL, LTD.,**
FORD DEALERS.

**N**EW Thames Duple 41-seater diesel coach, finished to your requirements, very early delivery.
**37**-SEATER, 1952, BEDFORD, Gurney Nutting body, floral moquette, certificate of fitness 1962.
**41**-SEATER, 1956-7, BEDFORD Duple, glass quarters, tubular racks, luggage lockers, Formica sides, etc., choice several.
LOW HIRE-PURCHASE DEPOSITS.
YOUR ESTABLISHED FORD DEALERS.
WOOLWICH 5313.

**166-8 PLUMSTEAD COMMON ROAD,**
S.E.18. 834-157

**V. COLEMAN,**
166 MAIN ROAD,
SUNDRIDGE, KENT.
Brasted 291.

**1959** FORD Thames Trader 41-seater Duple, choice of two, small mileage, £2,950 each.
**1959** BEDFORD Super Vega 41-seater Duple, 10,000 miles only, £3,250.
**1954** BEDFORD Super Vega, 36-seater, as new, one owner, certificate of fitness 1964.
**1953,** July, BEDFORD Super Vega, 7 ft. 6 in. 36-seater, quarter lights, one owner, choice of two, excellent condition, certificate of fitness 1962.
**1950**-46 BEDFORD Vista, 29-seater, current certificate of fitness, choice of eight.
**S**EVERAL coaches, suitable for travelling shops, etc., £100 upwards. 834-398

## Used Passenger Vehicles (contd.)

**THE S.M.T. SALES AND SERVICE CO., LTD.,**
177-205 FINNIESTON STREET,
GLASGOW, C.3.

CONSULT BRITAIN'S LARGEST BEDFORD COACH SPECIALISTS FOR YOUR NEW VEHICLE REQUIREMENTS.
IMMEDIATE OR EARLY DELIVERY OF NEW
BEDFORD PASSENGER CHASSIS
WITH BODYWORK BY DUPLE, PLAXTON OR BURLINGHAM.
WE ALSO HAVE A COMPREHENSIVE STOCK OF FIRST-CLASS USED COACHES AT REASONABLE PRICES, AND EXAMPLES OF OUR STOCK INCLUDE:—

BEDFORD.

**1957** BEDFORD Plaxton 41-seater full-luxury coaches, petrol, choice of two absolutely spotless machines at reasonable prices.
**1957** BEDFORD Duple 41-seater full-luxury coach, petrol, exterior cream and red, splendid vehicle.
**1957** BEDFORD Burlingham 41-seater coaches, choice of two very attractive machines at reasonable prices.
**1953** BEDFORD Duple 35-seater full-luxury coach, in red and cream, very attractive with certificate of fitness valid until May, 1963.
**1955** BEDFORD Duple 36-seater coach, petrol, certificate of fitness 1964, finished in cream and red, extras include radio and heaters, seats trimmed in a very attractive patterned moquette.
**1955** BEDFORD Plaxton 36-seater full-luxury coach, petrol, in excellent condition, radio, finished on the exterior in 2-tone blue.
**1954** BEDFORD Burlingham petrol-engined 36-seater full-luxury coach, in black and cream, brown floral patterned moquette, certificate of fitness March, 1963.
**1950** BEDFORD Duple 29-seater Vista coach, exterior in cream with red patterned moquette, outstanding example of this very popular model.

**A.E.C.**

**1953** A.E.C. Whitson 41-seater full-luxury coach, certificate of fitness October, 1962, exterior in black, complete vehicle in first-class condition.
**1953** A.E.C. Gurney Nutting 41-seater full-luxury coach, certificate of fitness February, 1963, exterior cream and blue, seating in blue patterned moquette, excellent value.
**1951** A.E.C. Burlingham 41-seater full-luxury coach, exterior in ivory, seating in dark red patterned moquette, splendid condition throughout.

**DAIMLER.**

**1952** DAIMLER Burlingham 39-seater coach, attractively finished in red and ivory, very comfortable coach, certificate of fitness 1962.

**LEYLAND.**

**1950** LEYLAND PS1 Plaxton 35-seater coach, exterior black, seating in blue moquette, reasonable price.
**1947** LEYLAND PS1 Duple 33-seater coach with full-front conversion, exterior cream with fawn patterned moquette, very fresh coach.

HIRE-PURCHASE FACILITIES.
PART-EXCHANGES WELCOME.
Phone, Douglas 2940. Phone, Douglas 2940. 834-50

**KIRKBY AND SON (SALES), LTD.,**
CROSS ROAD GARAGE,
ANSTON, NEAR SHEFFIELD.
BEDFORD MAIN DEALERS.
NEW BEDFORD
DUPLE, PLAXTON, HARRINGTON.
COMPARE OUR USED VEHICLE PRICES.
FOR EARLY DELIVERY.

**1958** BEDFORD 41-seater Duple Super Vega, immaculate throughout, choice of two, £3,200.
**1958** COMMER TS3 41-seater Duple, red interior, ivory exterior, £3,200.
**1957** 41-seater BEDFORD Plaxton, choice of two, radio, intercom., etc., very clean, £2,850.
**1957** 41-seater BEDFORD Duple, radio, heaters, exceptional condition, £2,850.
**1956** BEDFORD petrol 41-seater Yeates Riviera, blue-ivory exterior, £2,650.
**1956** BEDFORD petrol 36-seater Plaxton, blue exterior, £2,500; choice of three.
**1954** 36-seater Burlingham, fitted radio, heater, good condition, £2,000.
**1954** Duple 38-seater, floral moquette, radio, heater, in perfect condition, £2,100.
**1951**-52 33-seater BEDFORD Duples, from £1,200; choice of four.
**1951** A.E.C. Mk. IV 41-seater, certificate of fitness 1961, £1,500.
**1948** BEDFORD Duple Vista, certificate of fitness 1962, very clean, £275.
**1948** BEDFORD Duple Vista, good certificate of fitness, choice of two, £250.

ALL MACHINES ARE WORKS CHECKED AND ARE IN FIRST-CLASS CONDITION THROUGHOUT.
TERMS AND EXCHANGES.
PHONE, DINNINGTON 541 (BY DAY).
NIGHT PHONES, KIVETON 220, MANSFIELD 5393, DINNINGTON 577. 834-437

## Used Passenger Vehicles (contd.)

### END OF YEAR BARGAINS.

SUPER COACHES, C.O.F. 1963. SUPER COACHES, C.O.F. 1963.

### 30 A.E.C., LEYLAND.

IN STOCK NOW AND AVAILABLE FOR IMMEDIATE INSPECTION AND TEST.

SPECIAL H.P. TERMS.

**1951** A.E.C. 37-41-seaters, fully fronted Burlingham Seagull body, self-adjustable reclining Continental seating, underfloor engine, good tyres all round, certificate of fitness to 1963, price £1,500-£1,750.
**1951** LEYLAND Royal Tigers, full-fronted 37-41 seat Burlingham Seagull body, self-adjustable reclining seating, underfloor engine, certificate of fitness end of 1961, price £1,500-£1,750.
**1950**-49-48 A.E.C. 35-33 seater super-luxury coaches, bodies by Harrington, Duple and Windover, 8 and 7.7 diesel units, all executed this year, in immaculate mechanical and body condition, certificate of fitness 1961-63, choice of 35, price £425-£650.
**1951** A.E.C. Beadle, fully fronted 39-seater luxury coaches, all-metal bodies, large Continental luggage boots, fitted 6-cylinder A.E.C. diesel engine, crash box, in super mechanical and body condition, certificate of fitness 1961, choice of 10, price £950.
**1951** LEYLAND Beadles, 35-34-seater, fully fronted, all-metal fully luxury coaches, all-metal bodies, all reclining staggered Continental seating, fitted Leyland 6-cylinder diesel engine in super mechanical and body condition, certificate of fitness 1961, choice of 10, price £900-£950.

LATE MODEL A.E.C. LATE MODEL BRISTOL.

### 30 SERVICE SALOONS.

**1948**-49 MAUDSLAYS, Bedford, Austin coaches, Burlingham, Duple, Plaxton, Willowbrook, 29-29 seater full-luxury coaches in good mechanical and body condition.
**1948**-49-49 A.E.C. 35-33 seater service saloons, all-metal bodies, 9.6-7.7 A.E.C. late series, low mileage diesel engines, in super mechanical and body condition, certificate of fitness 1964-61, choice of 20, price £475-£650.
**1948**-49 BRISTOL 34-35-seater service saloons, with all-metal Eastern Coach Works bodies, fitted late series low mileage Bristol 6-cylinder A.V. type diesel engine, 5-speed crash boxes, in immaculate mechanical and body condition, three recertified last week only, certificate of fitness 1963-62, choice of 10, price £550-£660.
**1948** LEYLAND PSI 35-33-seater all-metal service saloons, 7.4 diesel engines in super mechanical and body condition, choice of six, certificate of fitness 1963-61, price £350-£550.

C.O.F. 1963. C.O.F. 1963.

### 50 SUPER DOUBLE DECKS.

**1948** A.E.C. Meteam 56-seater, high-bridge, all-metal bodies, fitted late series, low mileage 9.6-7.7 AEC. diesel engines, mechanically and bodily as new, certificate of fitness 1962, price £650-£550.
**1946**-48 high-bridge BRITOL double-deckers, fitted Meteam all-metal 56-seater bodies, powered by 6LW and 7.7 diesel engines, in perfect mechanical condition, certificates of fitness 1963, recertified end of 1958, choice of 20, price £575-£600.
**1939**-40 BRISTOL low-bridge double-deckers, fitted 1951 Eastern Coach Works all-metal bodies, low mileage 5LW Gardner engines, in perfect mechanical condition, certificates of fitness end of 1961, choice of 17, price £375-£400.
**1955** LEYLAND Atlantean low-bridge decker, 61-seater, all metal, rear engine, electric rear doors, automatic change, in superb mechanical and body condition.

THESE ARE ONLY A FEW OF WELL OVER 200 PASSENGER VEHICLES OF MOST WELL-KNOWN MAKES AND SEATING CAPACITIES WHICH ARE AVAILABLE FOR IMMEDIATE INSPECTION AND TRIAL.

### ENGINES.

**1948**-49 Dennis Mark III 6-cylinder diesel engines, complete with 5-speed gearboxes, low mileage, under 10,000, choice of four, price £120-£150 each.
**1948**-49 PS1-type Leyland diesel engines, some just reconditioned, price £150-£175 each.
**1948**-49 7.7 and 9.6 A.E.C. diesel engines, low mileage, choice of 10, price £125-£175.
**1948**-49 Gardner 6LW, 5LW, 4LW diesel engines, low mileage, choice of 10, price from £75-£175.

ALL THE ABOVE ARE COMPLETE WITH FUEL PUMP, DYNAMO AND STARTER, GEARBOXES IF REQUIRED AND CARRY OUR THREE MONTHS' UNCONDITIONAL GUARANTEE.

### SPARES.

**£20,000** Of brand-new and used spares of all descriptions for Bristol, A.E.C., Leyland 8.6 and 7.4, etc. Transmission units, differentials, etc., at lowest prices. Inspect our new walk-round spares store.

GENEROUS PART-EXCHANGES.
FREE DELIVERY 100 MILES.
THREE MONTHS' GUARANTEE.
FREE SPARES.
SPECIAL H.P. FACILITIES.

MERRY CHRISTMAS TO ALL PRESENT AND FUTURE CUSTOMERS.

**P.V.D., LTD.** F.C.S. WORKS, LONDON ROAD, DUNCHURCH, NEAR RUGBY. **F.C.S., LTD.**
PHONE, DUNCHURCH 262 and 265.
On the A45. 834-7

## Used Passenger Vehicles (contd.)

### ARLINGTON MOTOR CO., LTD.,

LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
HOWARD 1266. PBX.

IMMEDIATE DELIVERY.

### NEW COACHES.

NEW BEDFORD SB1 diesel 41-seater Plaxton Perspex quarters, tubular racks, radio and heaters, many extras, ivory and red.
NEW BEDFORD SB1 diesel 41-seater Harrington Cruisador, Perspex quarters, tubular racks, radio and heaters, many extras, cream and red.
NEW BEDFORD SB3 petrol 41-seater Duple Super Vega, Perspex quarters, tubular racks, radio and heater, cream and red.
NEW BEDFORD SB1 and SB8 diesel 41-seater Duple Super Vega, Perspex quarters, tubular racks, radio and heaters, colours to choice.
A.E.C. Reliance chassis, vacuum or air brakes, with Duple, Plaxton or Harrington coachwork to 1960 designs; available for early delivery, finished to instructions.
LEYLAND Leopard chassis, air brakes, mounted with Duple, Plaxton or Harrington coachwork to 1960 design; available for delivery, Easter or Whitsun.

ALL MAKES OF PASSENGER CHASSIS SUPPLIED WITH DUPLE, PLAXTON, HARRINGTON OR BURLINGHAM COACHWORK.

### USED COACHES.

FOR IMMEDIATE DELIVERY EX-STOCK:—

#### BEDFORD.

**1958** Duple 41-seater Super Vega, glass roof quarters, tubular racks, Formica panels, radio, two heaters, divided type seats, immaculate condition, finished grey and blue, certificate of fitness 1963.
**1957** Duple 41-seater Super Vega, 7 ft. 6 in. wide, upholstered in red moquette, heater fitted, finished cream and red, certificate of fitness 1964.
**1956** Duple 41-seater Super Vega, autumn tint moquette, Formica panels, radio and heater, finished green and grey, certificate of fitness 1961.
**1954** Plaxton 38-seater, Perspex quarters, tubular racks, many extras, cream and brown, certificate of fitness 1964.
**1952** Gurney Nutting 35-seater coachwork, upholstered in floral moquette, repainted cream, lift-up roof vents, certificate of fitness 1962, choice of six.
**1950** Duple 29-seater Vista, high-back seats in red moquette, finished maroon, new certificate of fitness obtained until November, 1963, immaculate condition; choice of two.

#### A.E.C.

**1953** Regal Mk. 4, underfloor engine, mounted with Yeates Riviera 41-seater full-luxury coachwork, individual seating in red moquette, many extras fitted, finished cream and red, certificate of fitness 1963; choice of three.
**1949** Mark III 35-seater, 9.6 oil engine, mounted with new full-front Yeates Riviera coachwork in 1954, Perspex quarters, tubular racks, divided seats in red moquette, exterior metallic blue, certificate of fitness 1964; choice of three.
**1948** Mark III 9.6, crash gearbox, 33-seater Burlingham coachwork, finished grey and maroon, certificate of fitness 1963.

#### LEYLAND.

**1951** PS2, 37-seater Harrington full-luxury coachwork, dorsal fin, repainted maroon and grey, very clean, certificate of fitness 1961.
**1950** PSI 35-seater Bellhouse-Hartwell coachwork, finished blue and cream, certificate of fitness 1960; choice of two.
**1950** Comet 33-seater Burlingham coachwork, finished maroon, certificate of fitness 1961.
**1949** Comet CPO/1 model 33-seater Harrington full-luxury coachwork, finished red and cream, certificate of fitness May, 1964.

PART-EXCHANGE AND HIRE-PURCHASE ARRANGED BY OUR DEPOTS AT:—

**LONDON:**
25-27 VAUXHALL BRIDGE ROAD, VICTORIA, S.W.1.
Phone, Vic 6033.

**CARDIFF:**
DUMBALLS ROAD, CARDIFF.
Phone, Cardiff 30641.

**SUDBURY, SUFFOLK.**
CORNARD ROAD, SUDBURY, SUFFOLK.
Phone, Sudbury 2301. 834-282

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### BIRD'S COMMERCIAL MOTORS, LTD.,

BIRMINGHAM ROAD, STRATFORD-ON-AVON.

PHONE 3222-3-4 AND 2136.
GRAMS. "QUICKSALE."

### USED PASSENGER VEHICLES.

FIVE DAIMLER double-decker buses, year of registration 1945, certificate of fitness to 1961, very good condition.
SIX DAIMLER single-deck buses, fitted with 6LW Gardner engines, immaculate condition, current certificates of fitness.

FURTHER PARTICULARS AND PRICES ON APPLICATION. 834-143

## Used Passenger Vehicles (contd.)

### STANLEY HUGHES AND CO., LTD.,

LODGE GARAGE, WHITEHALL ROAD, GOMERSAL, NR. LEEDS.
Phone, Dudley Hill 1144 (six lines).

### OFFERS IMMEDIATE DELIVERY

OF:—
NEW BEDFORDS, fitted with Plaxton, Duple, Burlingham or Harrington bodies.
NEW FORD Traders, fitted with Plaxton, Duple, Burlingham or Harrington bodies.

### EARLY DELIVERY OF A.E.C. RELIANCE.

FITTED WITH DUPLE OR PLAXTON BODIES.

### NOW IN STOCK.

NEW FORD Thames, fitted with Burlingham body.
NEW FORD Thames, fitted with Duple body.
NEW BEDFORD, fitted with Plaxton body.

### SECOND-HAND COACHES NOW IN STOCK.

JUNE, 1959, A.E.C. Reliance, fitted Duple Britannia bodies, front entrance, many extras, red flowery interior: these machines have done approximately 15,000 miles and have been on tour only.
**1959** FORD diesel 41-seater, Plaxton body, red and grey moquette, certificate of fitness 1966.
**1958** BEDFORD SB1 oilers, fitted with 41-seater Plaxton full-luxury bodies, in first-class condition throughout, immaculate.
**1958** AUSTIN 11-seater mini-coach.
**1957**-58 BEDFORD petrol 41-seaters, fitted with Yeates Europa bodies, choice of two.
**1957** BEDFORD 41-seaters, fitted Duple bodies, many extras, immaculate condition, choice of three.
**1956** BEDFORD petrol Plaxton 41-seater, dark red moquette, certificate of fitness 1961.
**1955** BEDFORD, fitted with Strachans body, 24 Continental seats but could be fitted with 37 or 39 seats.
**1955** BEDFORD, fitted with Strachans body, having been re-seated with 38 new seats by Plaxton, in red moquette.
**1954** FODEN, 6LW, 41-seater Harrington body, red hide seats, certificate of fitness 1964.
**1953** BEDFORD petrol 35-seaters, Plaxton, full-fronts, certificates of fitness to 1963; choice of four.
**1952** BEDFORD petrol 37-seater Duple, blue moquette.
**1952** BEDFORD, fitted 33-seater Duple body, certificate of fitness to 1962.
**1951**-52 A.E.C. Mk. IV 37-41-seaters, fitted with Burlingham and Plaxton bodies; these machines are in very good condition throughout; choice of three.
**1951** BEDFORD petrol 33-seater Plaxton, green moquette, certificate of fitness August, 1960.
**1951** SENTINEL 35-seater with Gurney Nutting body, brown check moquette, certificate of fitness July, 1960.
**1951** FODEN, 6LW, 37-seater Harrington body, red hide seats, certificate of fitness 1961.
**1950** LEYLAND PS2s fitted with 35-seater Plaxton full-fronts, been operated by large private concern; these machines are in first-class condition, choice of three.
**1950** ALBION oiler, full front, 31 seats, Plaxton body, red moquette.
**1950** LEYLAND PS1, 33-seater Harrington body, half-cab.
**1950** A.E.C. Regal, half-cab, 33-seater Duple, green moquette, certificate of fitness 1960.
**1949** CROSSLEY downdraughts, fitted with Duple bodies and Plaxton full-fronts, no bulkhead, certificate of fitness to 1963-64, choice of two.
**1949** MAUDSLAY, fitted with 33-seater Burlingham body and Plaxton full-front.
**1949** FODEN 6LW 33-seater, half-cab, fitted with Harrington body.
**1949** FODEN half-cab, fitted with Plaxton 33-seater body.
**1947** LEYLAND, 33-seater Burlingham, fawn moquette, certificate ex fitness 1960.

LARGE selection of A.E.C. Maudslay, Bedford and Leyland PS1 half-cabs, cheap to clear.
**1946** GUY double-deckers, fitted with Park Royal bodies, 5LW engine, 56 seats (26 lower and 30 upper), two years' certificate of fitness, choice of six, £350 each.

SPARE parts for all types of passenger vehicles, engines, gearboxes, back axles, etc.
ALL these machines are at "knock-out" prices to clear, and we would be pleased to quote you prices of any of these.

HIRE-PURCHASE. PART-EXCHANGES.
NIGHT PHONE, CLECKHEATON 2461-2.
MIRFIELD 3183, 2160.

WALES: R. COWDELL, NEWPORT 59866.
834-480

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### ERRINGTONS OF EVINGTON, LTD.

NEW BEDFORD (diesel and petrol) with Duple and Plaxton coachwork, finished to requirements.
NEW BEDFORD diesel (SB1) Harrington 41-seater coach, immediate delivery.
**1955** BEDFORD diesel Yeates Riviera 36-seater, all extras, immaculate condition, £1,900.
**1953** BEDFORD Duple Super Vega 33-seater, one owner from £1,500.
**1952** BEDFORD Duple Vega 33-seater, certified 1962, £1,350.
**1951** BEDFORD Duple 29-seater, quarter lights and tubular racks, one owner, requires some cleaning, certified 1960, £450.

PART-EXCHANGE. HIRE-PURCHASE.

EVINGTON, LEICESTER.
Phone 38102-3. 834-277

## Used Passenger Vehicles (contd.)

**E. J. BAKER AND CO. (DORKING), LTD.,**
COACH SHOWROOMS AND SERVICE STATION,
FARNHAM TRADING ESTATE,
FARNHAM, SURREY.

Phone, Farnham 4626-7, 8 a.m. to 6 p.m.
After 6 p.m. Farnham 4481.

NEW BEDFORD Duple, Plaxton, Burlingham 41-seater coaches, 1960 models, delivery of these vehicles is available now, choice of petrol and diesel engines with 4- or 5-speed gearboxes, demonstrations of either available at your premises by request, we invite your inquiries.

FOR IMMEDIATE DELIVERY.

**1960** Model unregistered BEDFORD SB1, 4-speed box, Burlingham Seagull coach, red-cream exterior, red interior, heaters, list price.
**1960** Model unregistered BEDFORD SB1, 5-speed box, Duple Super Vega, maroon-grey exterior, red interior, heaters, radio, Perspex canopy, demonstration model, 1,000 miles only.
**1958** BEDFORD Vega, 41-seater Duple, heater, radio, Formica sides, 7-ft. 7-in. wide, certificate of fitness, 1965, £2,975.
**1958** BEDFORD SB1, diesel, 41-seater Duple body, heaters, radio, glass quarter lights, tubular racks, maroon interior, cream-maroon exterior, £3,395.
**1956** BEDFORD Burlingham, 41-seats, red interior, maroon-ivory exterior, certificate of fitness 1961, £2,575.
**1955** BEDFORD Vega, 36-seater, heater, glass roof quarters, tubular racks, 7-ft. 6-in. body, cream-maroon exterior, £2,350.
**1955** And 1954 BEDFORD R6 Duples, 36-seaters, heaters, autumn tint interior, certificates of fitness both 1964, from £1,900.
**1953** DENNIS Falcon, fitted Burlingham, 35-seats, full-front, choice of two, certificates of fitness 1962 and 1963, £975.
**1952** BEDFORD Thurgood 37-seater, bodywork red-cream, very clean, low mileage, certificate of fitness 1962, £1,400.
**1952** BEDFORD 32-seater, heater, good tyres, above-average condition, certificate of fitness 1962, £1,600.
**1951** BEDFORD SB, fitted 33-seater Gurney-Nutting body, green interior, clean vehicle certificate of fitness 1961, £950.
**1951** Royal Tiger, fitted 41-seater Bellhouse-Hartwell body, lift-up roof vents, red interior, red-cream exterior, certificate of fitness 1961, £1,595.
**1950** LEYLAND Comet, Bellhouse-Hartwell 33-seater, Perspex canopy, certificate of fitness 1960, £550.
**1947-48** DAIMLERS, Duple and Plaxton bodies, red interiors, grey-maroon exteriors, certificate of fitness 1961-63, £475 each.
**1946-47** A.E.C., 7.7 engines, Duple 35-seats, high-back seating, grey-red exterior, certificate of fitness 1962, choice of two, £475 each.

SELECTION of diesel-engined coaches for works contract, from £125.
SELECTION of petrol- and diesel-engined coaches, carriage of office personnel, from £100.
INEXPENSIVE BEDFORD Vistas for mobile shops, site offices, from £80.
WE shall be having a good selection of 36-38-41-seaters coming into stock within the next few weeks, your inquiries are welcomed.
AS Plaxton Burlingham Authorized Repairers for the South we offer a good Repair Service, also Painting, Trimming and Steam Cleaning.
CRASH jobs our speciality, we can usually arrange to hire you a coach whilst yours is off the road.
834-234

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**DON EVERALL, LTD.,**
34 CLEVELAND ROAD,
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

NEW BEDFORD, COMMER OR FORD CHASSIS AVAILABLE, BODIED BY PLAXTON OR BURLINGHAM, TO YOUR INSTRUCTIONS.

**1959** BEDFORD diesel 41-seater Burlingham coaches, as new, available shortly, £3,350.
**1958** COMMER TS3 41-seater Duple S.V. coaches, air brakes, £3,250.
**1958** BEDFORD petrol 41-seater Duple coach, immaculate condition, £3,000.
**1955** COMMER TS3 41-seater Plaxton coach, 2-speed axle, new engine, £2,350.
**1955** DAIMLER Freeline 41-seater Duple Elizabethan coach, new engine fitted, £2,750.
**1954** A.E.C. Reliance 41-seater Burlingham Seagull coaches, new engines recently fitted, ex-our own fleet, choice of two, certified 1964, £2,700.
**1954** GUY Arab lightweight, 6HLW underfloor engines, 41-seater Burlingham Seagull coaches, choice of nine, ex-our own fleet, £2,500.
**1953** A.E.C. Mk. IV 41-seater Yeates coach, certified 1963, £2,150.
**1952** DAIMLER Freeline 43-seater Metalcraft coach, choice of two, certified 1962, £1,700.
**1951** FODEN 6LW rear-engine 41-seater Bellhouse Hartwell coach, certified 1961, £1,350.
**1951** LEYLAND TS1 37-seater Burlingham coach, certified 1961, £1,100.
**1950** COMMER Avenger petrol 33-seater Plaxton coach, courier seat, heaters, etc., being recertified, £675.
**1950** FODEN 2-stroke 39-seater Bellhouse-Hartwell coach, new Mk II engine fitted, certificate of fitness 1962, £850.
**1950** DENNIS 6-cylinder diesel 35-seater Whitson coach, certified 1960, £550.
**1949** MAUDSLAY 7.7 33-seater Duple coach, certified 1962, £550.

**50**

DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£400, OR AVAILABLE FOR

HIRE

FOR SHORT OR LONG PERIODS.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS, 32347 AND 22293.

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834-111



## Used Passenger Vehicles (contd.)

**FRANK COWLEY,**
**200**
**BUSES AND COACHES**

ACTUALLY IN STOCK
READY FOR IMMEDIATE SERVICE.

**1953** DAIMLER Freeline super de luxe Continental coaches, Bellhouse-Hartwell bod.es, intercom., almost new tyres, the whole coach in super condition, choice of 10, £1,450 each.
**1952** LEYLAND Royal Tiger super luxury coaches, fitted intercom., the whole coach in super condition, choice of three, £1,450 each.
**1952** A.E.C. Mark IV underfloor 39-seater Continental luxury coach, Perspex top, in super condition, choice of four, £1,250 each.
**1952** A.E.C. Mark IV underfloor long-distance super luxury coach, 32 individual adjustable aircraft type, full reclining seats, cocktail-coffee bar fitted, the whole coach is just like new, £1,250.
**1952** LEYLAND Royal Tiger super Continental special 33-ft. by 8-ft. body, left-hand drive, almost new tyres, glazed Perspex cove and dome panels, Westinghouse air brakes, this coach is equal to new, ideal for Continental tours, £1,250.
**1948** And 1949 LEYLAND full-fronted PS1 de luxe coaches, no bulkhead, unmarked throughout and equal to new, certificate of fitness 1962-63, £475 each.
**1948** And 1949 A.E.C. 35-seater service buses, 7.7 and 9.6 engines, ready for immediate work, £275 each.
**1948** LEYLAND 35-seater PS1 service buses, all certified and ready for immediate service, £295. each.
**1947** And 1948 BRISTOL 35-seater service buses, unmarked throughout, Gardner 5LW diesels and 5-speed gearbox, certificate of fitness 1962, £325 each.
**1948** And 1949 BRISTOL super coaches, powered by Gardner 5LW diesels and 5-speed gearboxes, £395 each.
**1948** And 1949 A.E.C. double-deckers, low bridge, all-metal bodies, 9.6 A.E.C. diesel, very clean and very excellent throughout, four only, £495 each.
LEYLAND PD1 double-deckers, unmarked inside and out, Park Royal bodies, certificates of fitness 1962, £395.
AN excellent selection of DAIMLER 39-seater 30-ft. by 8-ft. service saloons, £275 each.
GUY 30-ft. by 8-ft. 35-seater service saloons, £250 each.
LEYLAND low-bridge double-deckers, 1950 bodies, super condition, £295 each.

**FRANK COWLEY,**
BLACKFRIARS ROAD,
SALFORD, 3.

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**LANCASHIRE MOTOR TRADERS, LTD.,**
OLYMPIA GARAGE,
LIVERPOOL STREET, SALFORD, 5.
Phone, Pendleton 5201.
EVENINGS, OLDHAM MAIN 2461.

NEW A.E.C. Reliance 41-seater Plaxton Consort, fitted glass quarters, in-swing racks, heaters, red interior, exterior painted to customers requirements, immediate delivery.
NEW BEDFORD diesel 41-seater Plaxton Consort, red interior, cream exterior, heaters, immediate delivery.
NEW BEDFORD diesel 41-seater Harrington Crusader, radio, microphone, heaters, red interior, cream and red exterior, immediate delivery.
NEW BEDFORDS, Plaxton and Duple bodywork, delivery for Easter and Whit week.

SECOND-HAND COACHES NOW IN STOCK.

**1956-7-8** LEYLAND Tiger Cubs, Duple and Burlingham bodywork, choice of 10 in immaculate condition, all new tyres.
**1959** BEDFORD diesel 41-seater Burlingham, red interior, cream and blue exterior, approximately 17,000 miles since new, immaculate.
**1959** BEDFORD petrol 41-seater Duple, red interior, grey and red exterior, approximately 18,000 miles, ex our own fleet, condition as new.
**1956-7-8** BEDFORD petrol 41-seater Duple, Plaxton and Burlingham, in very clean condition, choice of eight.
**1955** BEDFORD petrol 38-seater Duple and Yeates, red interior, choice of four.
**1953** BEDFORD petrol 36-seater Harrington, autumn tint interior, cream and red exterior, in perfect condition, £1,650.
**1953** DAIMLER Freeline 39-seater Plaxton coachwork, fitted glass quarters, tubular racks, heaters, radio and microphone, split-type seats covered in plaid moquette, cream and green exterior, new engine fitted approximately 14,000 miles ago, all new tyres. This machine was exhibited at the Earls Court exhibition and has numerous other extras, original cost, £6,750.
**1952** A.E.C. 7.7, 30-ft. by 8-ft. 39-seater, Plaxton coachwork, red interior, cream and red exterior, radio and heater.
**1952** BEDFORD Duple Super Vega 35-seater, cream and red exterior, red interior.
LATE 1951 BEDFORD SB3 33-seater Duple, fitted quarter lights and heaters, green interior, cream and green exterior.
WE also have a good selection of second-hand half-cabs and full-front diesel coaches. All current certificates of fitness. Prices from £80 to £350.
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**HAZELDINE HIRE SERVICES,**
MILLFIELDS ROAD GARAGE,
BILSTON.

**1956** BEDFORD Super Vega, 41-seaters, choice of two, £2,250 each. 1955 Bedford Super Vega, 38-seater, £1,850. 1947-49 Leyland PS1, 33-seaters, Harrington, Bellhouse Hartwell, etc. Good certificates of fitness, from £300 each. 1949 Guy Arab, 5-cylinder Gardner, good certificate of fitness, £250.

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**J. W. FIELDSEND, LTD.,**
**1958** BEDFORD petrol 41-seater Plaxton, heater and radio, choice of three.
**1953** CROSSLEY, 37-seater full-front Churchill body.
CROSS LANE, Salford. Phone, Pendleton 5331.
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## Used Passenger Vehicles (contd.)

**BARNARD AND BARNARD, LTD.,**
PASSENGER FORD COACH DEALERS.

NEW Thames Yeoman 41-seater Duple.
NEW Thames Consort IV 41-seater Plaxtons; early delivery after receiving finishing details.
**1959** BEDFORD Super Vega 41-seaters, full-luxury body, fitted with radio, intercom., heater, extra luggage lockers, as new, certified 1966.
**1959** BEDFORD Seagull, 41-seater, full-luxury body, fitted with heater, lift-up roof lights, many extras, small mileage, as new, certified 1966.
**1957** BEDFORD Plaxton 41-seater full-luxury body, radio, heater, Formica panels, many extras, certificate of fitness 1964.
**1957** BEDFORD Super Vega, 41-seater, fitted with radio and heater, in excellent condition throughout, certified 1964.
**1956** BEDFORD Super Vega, 41-seater, fitted with heaters, Perspex roof quarters, tubular racks, Formica side panels and many other extras, in excellent condition throughout, certified 1961.
**1956** BEDFORD Seagull 36-seater, full-luxury Burlingham body, fitted with heater, in excellent condition, certified 1961.
**1955** BEDFORD Vega 36-seater, Perspex quarters, roof lights, tubular racks, cream and red, radio and heater, certified.
**1954** BEDFORD Vega 38-seater, full-luxury Duple body, fitted with radio, heater, exterior blue and red, in excellent condition throughout, certified 1964.
**1954** A.E.C. Reliance 37-41-seaters, full-luxury Roe bodies fitted with public address system, lift-up roof lights, in excellent condition throughout, certified 1964, choice of two.
**1953** BEDFORD Plaxton 37-seater, full-luxury body, fitted with heater and radio, Perspex quarters, tubular racks, in good, clean condition throughout, certified 1963.
**1953** BEDFORD Seagull 36-seater, full-luxury Burlingham body, fitted with heater, roof lights, certified 1963.
**1952** BEDFORD Vega 33-seater, full-luxury Duple body, fitted with heater, good tyres, in good clean condition throughout, certified 1962.
**1950** AUSTIN full-front 32-seater, full-luxury Kennex body, fitted with radio and intercom., in good clean condition, certified 1960.
**1950** GUY Arab 33-seater full-luxury Thurgood body fitted with heater, lift-up roof lights, in good clean condition throughout, certified 1960.
**1950** LEYLAND PS1 full-front 33-seater, full-luxury Burlingham body, fitted with heater, certified 1960.
SEVERAL coaches suitable for workmen and mobile shops at very reasonable prices.
PART-EXCHANGES. HIRE-PURCHASE.
YOUR FORD DEALER.

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LONDON, S.E.26.
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**COMBERHILL GARAGES, LTD.,**
INGS ROAD, WAKEFIELD.

NEW 1960 model BEDFORD (petrol and diesel) 41-seater Plaxton Consort full luxury and standard coaches, for immediate delivery.
NEW FORD Trader 1960 model diesel 41-seater Plaxton Consort, full luxury, twin rear quarter lights, ex stock.
NEW BEDFORD SB1 diesel 41-seater Harrington Crusader 1960 model, full luxury, heater, radio.
NEW 1960 model BEDFORD SB1 diesel 41-seater Duple Super Vega, heater, radio.
NEW BEDFORD SB1 41-seater latest model Burlingham Seagull 60, ex stock.
NEW demonstrator ATKINSON L644 (Gardner 4LW) 37-seater Plaxton Highway omnibus, 15% below list.
**1957** COMMER TS3 (Rootes diesel), 41-seater Plaxton Consort, heater, radio; choice three.
**1957** COMMER TS3 (Rootes diesel) 41-seater Duple Super Vega, heater, radio; choice two.
**1956** COMMER TS3 (Rootes diesel) 41-seater Duple Super Vega, heater, radio; choice of two.
**1956** BEDFORD SB petrol 41-seater Plaxton, Triplex quarter lights, heater, radio; choice two.
**1955** BEDFORD (reconditioned Perkins R6 diesel) 38-seater Duple, cream-green, heater, radio.
**1955** COMMER TS3 2-stroke diesel 39-seater Plaxton Venturer; choice of four, certified 1965.
**1954** BEDFORD SB petrol 36-seater Burlingham Seagull, heater, radio, certified 1964.
**1953-51** BEDFORD SB petrol 37-35-33-seater Plaxton coaches; choice three, heaters fitted.
**1953-51** BEDFORD Vega petrol 35-33-seater Duple coaches; choice two, heaters fitted.
**1951** A.E.C. Regal Mark 4 (9.6-litre) 41-seater Yeates, heater, radio, certified 1961.
**1950** BEDFORD Vista (Perkins P6 diesel) 29-seater Duple, cream-green, heater fitted, £535.
HIRE-PURCHASE FACILITIES.

COMBERHILL GARAGES, LTD.,
Phone, Wakefield 6771 (10 lines).
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**PERCY D. SLEEMAN, LTD.,**
LONDON COMMER DEALERS.

COMMER Rootes diesel mounted Duple, Plaxton, Harrington 41-seater coach bodies, finished to instruction.
A.E.C. Reliance, mounted Duple, Plaxton, Harrington 41-seater coach bodies, finished to instruction.
**1955** A.E.C. Reliance, Strachan alloy body, 41 seats, certificate of fitness.
**1953** BEDFORD 37-seater Duple, certificate of fitness 1963, very clean.
**1952** A.E.C. Mk. IV 41-seater Burlingham, certificate of fitness 1962, well tyred, excellent condition.
**1951** LEYLAND Royal Tiger, 41-seater Strachan body, certificate of fitness 1961, air brakes, well tyred, good condition mechanically and coachwork.
**1951** DAIMLER full-front 35-seater Burlingham coachwork, certificate of fitness 1961.
**1950** BEDFORD Vistas, 29-seaters, certificates of fitness 1960; choice of three, £525.
AVAILABLE shortly, COMMER TS3 for demonstration in any part of the country.
PART-EXCHANGES and hire-purchase to suit your requirements.

38 UXBRIDGE ROAD,
EALING, W.5.
PHONE, EALING 7987.
After hours, Western 1321.
834-420

## Used Passenger Vehicles (contd.)

**BIRMINGHAM COACH SALES, LTD.,**
44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM, 5.
Phone, Midland 4968.

WE have now several FORD chassis available at Birmingham and Duples which can be finished to customers' instructions.
WE also have a selection of well-maintained used coaches which are available for your inspection, some of which are listed below.
**1958** BEDFORD 41-seater coaches, fitted with Duple body, fitted with Leyland Comet engines, available January 1.
**1957** COMMER TS3, radio and heater, 41-seater, certificate of fitness, 1964.
**1955** COMMER Duple 41-seater, brown-cream, certificate of fitness 1965, Eaton 2-speed axle.
**1959** BEDFORD 41-seater Burlingham, low mileage, certificate of fitness 1966, one only.
**1958** LEYLAND Cub 41-seater Duple, radio and heaters, approximately 20,000 miles, condition as new, choice of four.
**1956** COMMER 41-seater Plaxton, radio and heaters, very clean bodywork, choice of two.
**1951** BEDFORD Duple 33-seater, red and cream, radio.
WE specialize in part-exchange with the easiest of hire-purchase terms.

**BIRMINGHAM COACH SALES, LTD.,**
44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM, 5.
Phone, Midland 4968.
BUSINESS HOURS: WEEKDAYS 9 TO 5.30 P.M.
SATURDAYS 9 TO 12. 834-137

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**SAVILLE MOTOR SALES, LTD.,**
HARVESTER HOUSE,
STRATFORD ON AVON.
Phone, Stratford on Avon 4242 (15 lines).
AND ON SATURDAY AFTERNOONS 4005.

IMMEDIATE delivery new (unregistered) BEDFORD (diesel) Super Vega 41-seater luxury coach as exhibited at the Duple Coach Show, 5-speed gearbox, quarter and roof lights, Continental racks, finished in carnation red and grey.
**1958** BEDFORD (petrol) Duple 41-seater luxury coach, heater and air conditioning, wheel discs, finished in green (choice of three low-mileage models), certificates of fitness 1965.
**1957** BEDFORD Burlingham 37-seater luxury coach, heater, radio, speech amplification, wheel discs, petrol engine, finished in duo green, certificate of fitness 1964.
**1953** BEDFORD (petrol) Burlingham 35-seater luxury coach, heater, radio, speech amplification, repainted cream.
**1952** FODEN 6LW Plaxton 41-seater luxury coach, heaters, finished in maroon and cream, certificate of fitness 1962.
29-SEATER BEDFORD Duple Vistas, choice of several with current certificates of fitness.
SEVERAL diesel half-cabs, suitable for school/works contracts, conversion to mobile shops, etc.

HIRE-PURCHASE. PART-EXCHANGE.
ALSO AT:—
**REDBROOK ROAD,**
MONMOUTH.
Phone, Monmouth 336. 834-250

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**STOCKLAND GARAGE, LTD.,**
MARSH HILL, ERDINGTON,
BIRMINGHAM, 23.
Phone, Erd. 2488.

LEYLAND PS1s, choice of three, guaranteed in first-class condition including tyres, batteries, now being recertified, 35-seater full-fronted Duples, owned by us since new.
BEDFORD, petrol engine, guaranteed in first-class condition including batteries and tyres, certificate of fitness 1962, 35-seater full-fronted Duple, owned by us since new, £1,600.
LEYLAND PS2, 9.6 diesel, 1950, guaranteed in first-class condition throughout, full-fronted 35-seater Burlingham, any trial or examination, £750.
MAUDSLAY 7.7 diesel, 1948, new Duple 35-seater body fitted 1954, £1,700.
VULCAN P6 diesel, 1950, 31-seater, in good condition throughout, £350.
ANY vehicle taken in part-exchange. Hire-purchase facilities.

**STOCKLAND GARAGE, LTD.**
AUSTIN AND FORD STOCKISTS.

FORD Trader 7-ton long-wheelbase drop-sided truck.
FORD 4D hydraulic tipper, 3-5-ton, as new.
AUSTIN A152 van, small mileage, £395.
AUSTIN 2-3-ton Lutons, £40-£60.

**STOCKLAND GARAGE, LTD.** 834-190

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**1948** AUSTIN full-fronted coach, 29-seater, good condition.
**1948** BEDFORD Duple 27-seater coach, certificate of fitness 1962, in good condition.

**ORMSKIRK MOTORS, LTD.,**
MAIN VAUXHALL-BEDFORD DEALERS,
COUNTRY ROAD, ORMSKIRK.
Phone, Ormskirk 2551-2. 834-364

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DICKER GARAGE, Hellingly, Sussex. Phone 282.
1952 (April) Bedford Super Vega, full luxury 35-seater, certificate of fitness 1962, H.M.V. radio and heater.
1949 (September) Commer Avenger, petrol, 33-seater, certificate of fitness 1962. Hire-purchase arranged. Part-exchange considered. 836-8069

## Used Passenger Vehicles (contd.)

**NORTHS OF LEEDS.**
BEST SELECTION OF USED PASSENGER VEHICLES IN THE COUNTRY.
EXCHANGES AND TERMS ON ANY OF THE FOLLOWING:—
LEYLAND 1948 PD1, 36-seater H.B. bodies by E.C.W., two-year certificates of fitness, eight available at £450 each.
A.E.C. 1946 Mk. II H.B. 36-seater MCW all-metal bodies, 7.7 engine, crash gearboxes, two-year certificates of fitness; choice of 12, £275 each.
DAIMLER, 1948, choice of CVD6, CWD6, or CWA6, all fitted Brush 36-seater, H.B. bodies, very clean, 15 available, £225 each.
BRISTOL, 1947, E.C.W. low-bridge bodies, fitted either Gardner, A.E.C. or Bristol AVW engines, two-year certificates of fitness, excellent value at £300.
BRISTOL, 1946, 35-seater E.C.W. service buses, 5LW Gardner engines, 18-month certificates of fitness, immaculate, 11 available, £225 each.
GUY, H.B. bodies, in 1950, 6LW Gardner engines, 18-month certificates of fitness, £225.
AUSTIN Omnicoaches, 1959, 13-seater, heaters, as new, choice of three, £530 each.
SINGLE- and double-deck buses for works transport from £100; all makes available. Write or phone.

**W. NORTH,**
PONTEFRACT ROAD,
LEEDS, 10.
Phone, Leeds 76809.
Rothwell 3157. 834-380

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**THE MILLBURN ORGANIZATION,**
COMMERCIAL AND PASSENGER VEHICLE SALES SPECIALISTS.
OFFER FOR IMMEDIATE AND EARLY DELIVERY:
NEW LEYLAND TIGER CUB, 41-SEATER DUPLE SUPER DE LUXE COACHWORK,
NEW THAMES TRADER 6D, 41-SEATER DUPLE HARRINGTON AND PLAXTON LUXURY SALOON.
PLACE YOUR ORDER WITH US NOW FOR SPRING DELIVERY.
GOOD ALLOWANCE ON PART-EXCHANGES.
WRITE, PHONE OR CALL FOR QUOTATIONS
AT
PRESTON, LONGTON, LANCS, 3255-6.
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CARLISLE 25422.
Also
USED BUSES AND COACHES.
A.E.C.s, 33- and 35-seaters, coaches and buses, good C.O.F., Brush and Duple coachwork.
GUY Arabs, P6 and 5LW units, 30-, 33-, 53- and 56-seaters, certificates of fitness up to 1963.
LEYLAND TD7 53-seater, certificate of fitness; 1948-49 Leyland PS1 Burlingham 33- and 35-seaters. Buses and coaches, certificates of fitness up to 1964.
1946-47-48 LEYLAND PD1 53-seater low-bridge double-deck buses, a good selection.
CHOICE of 20 GUY Arab 56-seaters, high-bridge double-deck buses with 6LW units.
ALL SPARES,
DAIMLER, DENNIS, GUY, LEYLAND TD1, 5 AND 6 MODELS.

**MILLBURN MOTORS (PRESTON), LTD.,**
WALMER BRIDGE,
LONGTON, PRESTON.
Phone, Longton, Lancs. 3255-6. 834-10

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**W. S. YEATES, LTD.,**
LOUGHBOROUGH 4321.
THE COACH SPECIALISTS.
JUST A FEW OF OUR TOP-QUALITY USED COACHES.
**1958** BEDFORD Plaxton, 41 seats, luxury coaches, choice of two, as new, Quality Tested.
**1958** BEDFORD Duple Super Vega, 41 seats, luxury coach, as new, Quality Tested.
**1958** BEDFORD Europa, 41 seats, luxury coach, in top-class condition, Quality Tested, choice of two.
**1953** BEDFORD Harrington, 36 seats, luxury coach, works tested.
BEDFORDS, 1946 to 1950 Vistas 33-38-seat coaches. 1951-1955. Most of these are works tested throughout.
**1955** And 1956 COMMER Plaxton, 39 and 41 seats, luxury coaches.
**1951** LEYLAND Royal Tiger Burlingham luxury coaches, choice of two.
FOR service and contracts. A good selection of diesel coaches and buses at clearance prices, from £100. Also several Bedfords for mobile shops.
FOR Quality Tested, works tested and service coaches, write, phone or call Yeates, Derby Rd., Loughborough, the Coach Specialists.
ALL makes of new and second-hand coaches supplied. Any repair to body or chassis undertaken.
PHONE, LOUGHBOROUGH 4321.

**W. S. YEATES, LTD.,**
DERBY ROAD,
LOUGHBOROUGH. 834-12

## Used Passenger Vehicles (contd.)

**LES GLEAVE, LTD.,**
FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Smallwood 225, 226.

NEW coaches available on Bedford, Commer, Ford, Albion and Leyland chassis, with bodies by Burlingham, Duple, Harrington or Plaxton.
**1957** COMMER 41-seater Plaxton.
**1956** BEDFORD Plaxton 41-seater.
**1956** BEDFORD Duple 41-seater.
**1955** COMMER TS3 Plaxton 41-seater.
**1955** COMMER TS3 38-seater.
**1955** BEDFORD 36-seater Plaxton.
**1954** BEDFORD 38-seater Duple.
**1952** LEYLAND Royal Tiger Plaxton, one owner from new.
**1952** FODEN Gardner 41-seater.
**1952** BEDFORD petrol Plaxton 37-seater.
**1952** BEDFORD 33-seater Duple.
**1950** Vista 29-seater.
**1949** Vista, choice of two.
VARIOUS 1949 and 1950 petrol and diesel coaches, all available at clearance prices.
WE are now taking orders for the coming season, Bedford, Commer, Ford, Leyland, A.E.C., etc., and can offer good hire-purchase terms on new and second-hand machines.

**LES GLEAVE, LTD.,**
FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Smallwood 225, 226. 834-438

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**COACHES AND COMPONENTS, LTD.,**
469-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

**1957** BEDFORD 41-seater Super Vega, petrol, red moquette, cream-red exterior, heater, fuel filled jack, certificate of fitness to 1964.
**1956** BEDFORD, petrol, 36-seater Duple, exterior ivory-red, certificate of fitness to May, 1961.
**1955** BEDFORD 38-seater Super Vega, fawn floral moquette, cream-red exterior, Perspex roof vents, certificate of fitness 1960, choice of two.
**1954** BEDFORD 36-seater Super Vega, red moquette, cream exterior, glass roof quarters, clock, heater, two Perspex lift-up roof vents.
**1954** BEDFORD diesel 36-seater Harrington Duple, choice of seven.
**1954** BEDFORD, petrol, 38-seater Duple, exterior orange-cream, certificate of fitness to June, 1965.
**1951**-52 BEDFORD 35-seater Gurney Nutting body, certificate of fitness 1961, choice of three.
**1950** FODEN (6LW) 33-seater, Metalcraft body, certificate of fitness 1960, choice of two.
**1950** FODEN (6LW) 37-seater, Metalcraft body, certificate of fitness 1961.
**1950** ALBION (diesel), 31-seater Allweather body, fawn moquette, light blue-cream exterior, certificate of fitness to March, 1960.
**1949**-1948 DENNIS 33-seater Duple, certificate of fitness 1963.
**1948** LEYLAND PS1, 33-seater Harrington body, certificate of fitness 1962, choice of three.
SEVERAL 29-seaters and half-cab coaches at low prices to make room for new stock. These are particularly suitable for conversion. 834-514

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**CHARLES COPPOCK, LTD.,**
SERVICE BUSES,
THE GARAGE,
ELM GROVE, CROSS STREET, SALE, CHESHIRE.
FOR EARLY RELEASE.
SUPER FULL-FRONTED 53-SEAT
LOW-BRIDGE DOUBLE-DECK COACHES,
8 FT. WIDE, ENCLOSED REAR PLATFORMS.
IDEAL FOR EXPRESS AND
LONG-DISTANCE TRAVEL.
1948-49 LEYLAND PD1,
7.4-LITRE ENGINE,
BURLINGHAM COACHWORK.
COMFORTABLE seating in red figured moquette, capacious luggage rack on lower deck, good enclosed loading platform, wide stairways, good heating system, Perspex roof lights, exterior colours red, current certificates of fitness.
8 LEYLAND PS1 7.4-litre oil engines, complete with fuel pump, dynamo, starter motor and clutch.
A Representative vehicle at our premises for your inspection.

**PHONE, SALE 5633.**
GRAMS, "BUSUNITS." 834-75

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**1950** MAUDSLAY Burlingham full-front 35-seater, 7.7 A.E.C. engine, £500.
**1950** LEYLAND PS1 full-front Associated Coachbuilders 33-seater, £350.
**1947** LEYLAND PS1 Burlingham 33-seater, £275.

**MILLERS MOTOR SERVICES (WHEELTON), LTD.,**
Wheelton, Nr. Chorley. Phone, Brinscall 261. 834-333

## Used Passenger Vehicles (contd.)

THURGOODS OF WARE.

**1957,** January, BEDFORD (41) saloon coach, with low-back blue tubular seats, Dunlop cushions, exterior cream, 31,000 miles.

**1956,** April, BEDFORD Super Vegas (37) 7 ft. 6 in. wide, immaculate, only used on high-class tours, with green interior, green and grey exterior, heaters, speech amplification, certified, from £2,450 (can be made 41-seaters). Choice of three.

**1954,** March, BEDFORD Thurgood (37) 7 ft. 6 in., grey and green, roof vents, excellent, certified 11.3.64, £1,650.

**1949,** December, GUY Arab (35) Thurgood full-fronted luxury coach, grey and green, good condition, recertified to 1963, £800.

**1949,** Late, BEDFORD Vista (29), repainted red and cream, high-back seats, Formica sides, wide rear bumper, good tyres and engine, certified, £625.

**1949**-48-47-46 BEDFORD Vistas (29), various colours, choice of six, clean condition, certified, from £250.

**12** Coaches and buses, suitable workmen and shops.

**A.E.C.** Double-deckers (55) and single-deckers (35), green and cream, certified, from £240.

**BEDFORD** retrims and conversions, from £75.

**BEDFORD** door-operating gears, from £12 15s.

PHONE, WARE 833-4, AFTER HOURS 896.
834-286

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JOHN MONKS AND SONS, LTD.

**1950** LEYLAND PS1 Burlingham full-front, new seating throughout, heaters, certificate of fitness 1962, choice of two.

**1958** 11-seater AUSTIN Minibus, certificate of fitness 1965.

**1957** 11-seater AUSTIN Minibus, certificate of fitness 1964.

**1954** BEDFORD 38-seater, petrol, new seating throughout, certificate of fitness 1963.

**1953** BEDFORD Plaxton, petrol, 35-seater, certificate of fitness 1962.

**94** RAILWAY RD., Leigh, Lancs. Phone, Leigh 77.
834-359

**1952** LEYLAND PS1, full-front Harrington, dorsal fin, 37-seater coach, certificate of fitness, 1962.

**1953** A.E.C. Mark 3 full-front Plaxton 37-seater de luxe coach, certificate of fitness 1963, exhibited in commercial show 1953. The above coaches are in first-class condition and guaranteed mechanically. We invite inspection or test. H.P. terms can be arranged. Charles Holt and Sons, Sunnyside Garage, Whitworth, near Rochdale. Phone, Whitworth 3166-7. 834-x1261

**1948** LEYLAND 33-seater Burlingham, certificate of fitness 1961, £285; 1949 Maudslay 33-seater, Burlingham, certificate of fitness 1963, £295; 1949 Maudslay 33-seater Santus, certificate of fitness 1962, £295; 1950 Leyland 33-seater Gurney Nutting, certificate of fitness 1960, £185; 1949 29-seater Duple, certificate of fitness 1960, £450; 1948 Bedford 29-seater Duple, certificate of fitness 1960, £275; 1947 Bedford 29-seater Duple, certificate of fitness 1960, £220. H.P. can be arranged. H. Shaw, Maxey, near Peterborough. Market Deeping 2224.
835-8047

A Good selection of 1942-1950 diesel buses, Albion Victors, Bedford Beadles (fitted with Gardner LK engines), Foden and Bristol; all clean and good, well maintained regardless of cost, all one-owner vehicles with certificates of fitness ranging to 1964. Prices from £175 each. Trials, terms, exchanges. Ben Jordan, The Dell, Coltishall, Norwich, Norfolk. Phone, Coltishall 327.
834-7987

JUNE, 1951, A.E.C., underfloor engine, fully fronted, full luxury 37-seater, Burlingham Seagull body, one owner, certificate of fitness 1961.

**1950** BEDFORD 29-seater, Duple body, one owner, with certificate of fitness. Popular Coaches, Ltd., 97 Barking Rd., E.16. Phone, Albert Dock 2573.
836-8053

**1950** (29.12.49) LEYLAND PS1 33-seater, full-front luxury coach, Whitson body, certificate of fitness 21.12.64, floral moquette, heaters cab and saloon, £550.

**1953** A.E.C. Regal 35-seater luxury coach, Whitson body, full front, floral moquette, certificate of fitness 31.10.1962, heaters cab and saloon, £1,200.

**1951** LEYLAND PS2 37-seater half cab, Harrington body, floral moquette, certificate of fitness 30.9.60, £1,000.

WOULD exchange any two, with cash adjustment, for 41-seater Royal Tiger, fitted with air brakes.

ABBOTTS COACHES, LTD., 69 Washbrook Rd., Rushden Northants. Phone, Rushden 3221. 834-31

## Used Passenger Vehicles (contd.)

DOUBLE-DECK buses, 48-58 seats, in running order; one 1936 Daimler COG5; one 1943 Daimler CWG5; four A.E.C Regent Mark III with A.E.C. 9.6 engines; also spare parts.

INSPECTION at Fulwell Depot, Sunderland.

FULL particulars and tender form from the General Manager, Sunderland Corporation Transport, Monkwearmouth Sunderland. Phone 5251. Offers for one or more should be made not later than December 21, 1959.
834-8050

**1959** MORRIS 11-seater P.S.V. Minibus, Wadham luxury conversion, face-forward seats, 3,000 miles, £775.

**1953** LEYLAND Royal Tiger 41-seater, Leyland all-metal luxury coach body, air brakes, £2,250.

**1957** BEDFORD 41-seater Duple Super Vega, £2,750.

**1954** BEDFORD 38-seater Duple Super Vega, 8 ft. £1,950.

**1952** BEDFORD 33-seater Duple Super Vega, 7 ft. 6 in., quarter lights, heaters, £1,275.

**1950** BEDFORD 29-seater Duple Vista, high-back seats, certificate of fitness three years, £525.

**1950** COMMER 33-seater, Strachan full-front body, 7 ft. 6 in., high-back seats, £695.

CONWAY HUNT, LTD., Brox Rd., Ottershaw. Phone, Ottershaw 461. 834-178

ACORN MOTORS, LTD., offer:—

**1948** BEDFORD Duple Vista 29-seater, certificate of fitness three years, offers invited.

**1949** CROSSLEY coach, Yeates body, very good, 35-seater, certificate of fitness three years, offers invited.

**24** CROSS RD., Hanworth, Middx. Feltham 5888.
834-201

**1958** BEDFORD Duple Super Vega 41-seater, radio and heater, colour cream and maroon with red patterned upholstery, small mileage, as new, £2,950.

**1951** BEDFORD Duple Vega 33-seater, radio and heater, private hire only, colour cream and maroon with red patterned upholstery, Formica panels, £950.

R. BULLOCK, Commercial Garage, Stockport Rd., Cheadle, Cheshire. 834-371

**1957** BEDFORD petrol 41-seater Plaxton.

**1958** BEDFORD petrol 41-seater Plaxton.

**1958** COMMER TS3 41-seater Plaxton.

VICTORIA COACHES, 1159 London Rd., Leigh-on-Sea. Phone 74456. 834-377

### Unclassified Wanted

COACHES, obsolete and all type vehicles bought, large and small quantities wanted for cash. All inquiries to: Lincoln Stott, Vehicle Dismantler, Valley Rd., Bradford, Yorks. Phone, Bradford 32221. zzz-842

## NEW PASSENGER VEHICLES

### A.E.C.

ARLINGTON MOTOR CO., LTD.,
HIGH ROAD,
PONDERS END, ENFIELD, MIDDX.
Phone, Howard 1266.

Reliance chassis, vacuum or air brakes.

DUPLE PLAXTON OR HARRINGTON COACHWORK,
TO 1960 DESIGNS.

EARLY DELIVERY.
FINISHED TO INSTRUCTIONS. 834-279

### BEDFORD

COACHES AND COMPONENTS, LTD.,
469-475 HOLLOWAY ROAD, LONDON, N.7.
Phone, Archway 2647 (five lines).

ARE now taking orders for 1960 BEDFORD 29- to 41-seater capacity luxury coaches, fitted with petrol or diesel engines.

PART-EXCHANGES and H.P. terms arranged to your satisfaction. zzz-0674

## New Passenger Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.,
HIGH ROAD,
PONDERS END, ENFIELD, MIDDX.
Phone, Howard 1266.

PETROL AND DIESEL CHASSIS WITH DUPLE, PLAXTON OR HARRINGTON COACHWORK.
TO 1960 DESIGNS.

EARLY DELIVERY
FINISHED TO INSTRUCTIONS. 834-28x

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SILVER LINE MOTORS,
MOORLANDS,
WELWYN GARDEN CITY, HERTS.
Phone, W.G. 5494.

Are now taking orders for 1960 29-41-seater coaches, finished to instruction.

VAUXHALL AND BEDFORD MAIN DEALERS.
zzz-842

### FORD THAMES

QUICK OF MANCHESTER,
FOR PASSENGER COACHES

ORDER YOUR 1960 COACHES FROM QUICKS. 41-SEATER TEST PROVED THAMES TRADER CHASSIS, AND DEPENDABLE AND ECONOMICAL 6-CYLINDER DIESEL ENGINE (PETROL OPTIONAL) COACHWORK BUILT TO YOUR OWN SPECIFICATION.

EXCHANGES ARRANGED.

Contact Mr. H. Barnes.

QUICKS FOR FORDS,
CHESTER ROAD,
OLD TRAFFORD,
MANCHESTER, 16.
Phone, Trafford Park 2201 (10 lines). zzz-841

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UNDERWOODS GARAGE, West Mersea, near Colchester, Essex.

THAMES 41-seater diesel coach, new, for early delivery. Duple body. Demonstration available.

PHONE, West Mersea 322. 834-158

### LEYLAND

ARLINGTON MOTOR CO., LTD.,
HIGH ROAD,
PONDERS END, ENFIELD, MIDDX.
Phone, Howard 1266.

CENTRE LEOPARD CHASSIS WITH DUPLE, PLAXTON OR HARRINGTON COACHWORK TO 1960 DESIGNS.

EASTER-WHITSUN DELIVERY. 834-281

### VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London Western districts. Early delivery Kombi, Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Fre 7722. zzz-741

### UNCLASSIFIED

COMMER Rootes diesel, Duple, Plaxton and Harrington coach body, early delivery, finished to instructions.

A.E.C. Reliance, as above.

PERCY D. SLEEMAN, LTD., London COMMER dealers, 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. After hours, Western 1321. 834-416

# MISCELLANEOUS VEHICLES FOR SALE AND WANTED

## AGRICULTURAL VEHICLES

**1955** 10-12-ton bulk grain transporter-container incorporating conveyor (Readybuilt, Ltd.), 5 Star discharger and 5-in. elevator conveyor both driven by petrol motor, container capacity 600 cu. ft. and 22 ft. long, suitable for mounting on 23-ft. 10-12-ton platform semi-trailer or platform lorry, £750.

J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsea, Portsmouth. Phone, Portsmouth 60361.
834-495

## AMBULANCES

AMBULANCES, all types and sizes, large selection. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 834-61

## ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3.
zzz-708

**1953** COMMER diesel articulated unit with Eaton 2-speed axle, in excellent condition, price £250. Mann Egerton and Co., Ltd., 2 Fornham Rd., Bury Saint Edmunds. Phone 2332. 834-8037

**1956** BEDFORD A-type tractor unit, P6 engine, B.T.C. coupling, upright exhaust, heater, fog lamp, flashers, excellent condition, £500. Vic Hallam, Ltd., Langley Mill, Nottingham. Phone, Langley Mill 2401. 835-x1319

NEW Trader 6D articulated unit, 8.25 by 20, in stock. Hubert Dees, Ltd., 15-19 Brighton Rd., Croydon. Croydon 6011. 834-312

## Miscellaneous Vehicles (contd.)

CAPITAL MOTOR CO., LTD.,
BEDFORD MAIN DEALERS,
SCAMMELL DISTRIBUTORS.

NEW SCAMMELL 12-ton 25-ft. flat-platform trailer for early delivery.

NEW SCAMMELL 3- and 6-ton Scarabs, petrol or diesel, early delivery.

USED SCAMMELL trailers from 6 tons to 8 tons always available.

SELECTION of 3-ton Scarabs, 1950-1956, in good condition.

B.T.C. 10-ton 20-ft. flat platform trailer, in good condition.

REMINGTON ST., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 834-341

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**1954,** December, BEDFORD-SCAMMELL A model tractor, reconditioned P6, heater and spotlight, excellent condition throughout, one C owner, £475.

**1951** AUSTIN Tasker petrol tractor and two 8-ton 20-ft. drop-sided trailers, £500.

**1949** BEDFORD Tasker O-type tractor, clean and sound throughout, £125.

INQUIRIES TO:—

E. J. BAKER AND CO. (DORKING), LTD.
DORKING 3822, EXT. 19. 834-400

## Miscellaneous Vehicles (contd.)

**E.R.F.** Tractor unit, with 16-ton tandem-axle semi-trailer, 7.7 A.E.C. engine and gearbox, 2-speed reduction box, in excellent condition, registered 1945, £775. Holdens Transport (Preston), Ltd., Deepdale Mill St., Preston 4951. 835-x1318

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 834-264

SEDDON artic tractor with Davies coupling, just fitted new P6, with two 10-ton trailers, one 20 ft., one 24 ft.; reasonable. J. B. Howarth, Ltd., Great Eccleston. Phone 273. 834-x1321

## BREAKDOWN VEHICLES

CROSSLEY 4 x 4 mounted with twin rope jib and cabin, £125. Justice (Underwood), Langley Mill 3182. Home 3625. 834-121

## ESTATE CARS AND UTILITIES

GEORGE TWYLAND offers:—

**1955** COMMER Estate, indistinguishable from mint estate, heater, excellent condition throughout, £395.

**1957** COMMER EDV, one owner, heater, bench seat and rear seat, £340.

REGENT GARAGE, 17 High St., Potters Bar, Middx. Phone, Potters Bar 2139. 834-396

## Miscellaneous Vehicles (contd.)

**1956** STANDARD Vanguard Countryman, choice of two, immaculate condition, from £545. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 834-336

### EX-W.D. VEHICLES

GENTLEMEN WORTH KNOWING.

CUNDEY AND STEWART, LTD.,

DEALERS AND DISMANTLERS OF

EX-W.D. VEHICLES ONLY.

SPECIALISTS IN 4 X 4, 6 X 4, AND 6 X 6 VEHICLES.

SPARES AND TYRES.

ALFRETON, DERBYSHIRE.

PHONE, LEABROOKS 477. 834-704

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C. M. SWORDER (MOTORS) for ex-W.D. trucks and spares, including Chevrolet, Ford, Dodge, Studebaker. London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. zzz-773

AUSTIN and Bedford 4 by 2 and 4 by 4 3-ton vehicles, in first-class condition available. Specification and photographs available on request. Overseas inquiries invited.

C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. Cables, "Morganspare, Southampton." zzz-928

LOW-MILEAGE BEDFORD QLs, unregistered, in good condition, £125 each. Also Bedford QL winch tractors at £175. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 834-224

### HEARSES

ROLLS hearse, swept-back model, excellent condition, £265. Walter Walker (Ecclesfield), Ltd., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 834-453

### INSULATED VANS

INSULATED aluminium meat container, 17 ft. long, 7 ft. high, 7 ft. wide, excellent condition, £145. ROYAL MOTORS, 406 Wigan Rd., Bolton. Phone, Bolton 598 day; 6479 after hours. 834-358

### LUTON VANS AND PANTECHNICONS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295; two-year guarantee.

FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. zzz-730

NEW BEDFORD pantechnicon on 216-in.-wheelbase chassis, 300-cu.-in., diesel, interior body length 23 ft. 10 in., superior construction with fibreglass roof, full specification.

HILLS GARAGES (MANCHESTER), LTD., 80-90 Port St., Manchester, 1. Central 4311 (10 lines). 834-91

ALWAYS a good selection of pantechnicons and box vans from 900-1,200 cu. ft., Guy Vixen, Austin, Morris, etc. Contact the van specialists:—Alma Garages (Bristol), Ltd., 103 Victoria St., Bristol, 1. Phone 24411. 834-66

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MARSTON MOTOR CO., LTD.,

OFFER FROM STOCK:—

NEW LUTON VANS

FOR

IMMEDIATE DELIVERY

See our advertisement under Used Goods Vehicles—Austin and Used Goods Vehicles Unclassified.

SEVEN SISTERS ROAD,

TOTTENHAM, LONDON, N.15.

Phone, Stamford Hill 8000. 834-90

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BIRMINGHAM COMMERCIAL OFFER:—

NEW B.M.C. 7-ton.

NEW B.M.C. 30-cwt., 700 c.c.

NEW BEDFORD 4-ton, 1,150 c.c.

**1949** Guy and Bedford Luton, 1,250 c.c.

**1954** LEYLAND, 1,800 c.c.

TERMS AND EXCHANGES.

560 COVENTRY ROAD,

BIRMINGHAM, 10.

Phone, Victoria 0437-8. 834-236

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**1951** ALBION pantechnicon, five new tyres fitted, excellent condition, £295.

**1954,** November, FORD 4D pantechnicon, excellent condition, £495. Colindale 9671. 834-203

CHANDLERS MOTORS, LTD.

**1951** GUY Vixen 6-ton petrol, 1,200 c.c., C-licence operator, first-class vehicle, £300.

**1951** BEDFORD 3-ton 974 c.c., first-class vehicle, £265.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Phone, Gre 2033-4. 834-424

### MOBILE SHOPS, CANTEENS, ETC.

**£450.** Karrier Bantam mobile shop, also Morris, Commer, Albion, Ford, Bedford shops, canteens and ice-cream vans. Lists, photos. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 834-63

## Miscellaneous Vehicles (contd.)

FOR sale, Karrie and Morris mobile grocery shops, good condition, fitted with shelves, cold boxes, washbasins, Formica counters. Apply Transport Manager, West Somerset Co-operative, Monmouth St., Bridgwater. 834-x1335

HALF-CAB and 29-seater coaches at low prices, suitable for conversion into shops.

COACHES and COMPONENTS, LTD., 469-475 Holloway Rd., N.7. Archway 2647 (five lines). 834-504

### REFRIGERATED TRANSPORT

INSULATED and refrigerated containers and vehicles, wide selection available for delivery ex stock. Mann Egerton and Co., Ltd., Cromer Rd., Norwich. Nor 38N. Phone 47272. 838-8848

### TANK WAGONS

LARGE stock of tanks and tankers, all types, for disposal. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. zzz-852

TANKERS 1,200 gal., 1949-52 Austin and Morris. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Phone, Uxbridge 8617. 834-180

**1955** ATKINSON 8-wheeler, 6LW, fitted with new 3,600 mild-steel lagged pressure discharge fuel oil/bitumen tank.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. 834-258

**1953** BEDFORD-SCAMMELL articulator, 200 gal., 4-compartment tank with pump.

**1953** FORD 1,500-gal. 3-compartment tank with pump.

**1946** MAUDSLAY 1,800-gal. 4-compartment.

**1948** BEDFORD, 700 gal.

BEDFORD, ex-W.D. 500 gal., unregistered.

SEVERAL vehicles and storage tanks for 500 to 3,600 gal.

H. F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 834-349

**1955** DENNIS 7-ton Centaur, fitted with a 1,800-gal. 5-compartment spirit tank, whole vehicle in tip-top condition and of modern appearance, for the sum of £1,100.

J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsea, Portsmouth. Phone, Portsmouth 60361. 834-494

### Tank Wagons Wanted

STAINLESS-STEEL tanks and tankers required. Box CM273, care of "The Commercial Motor." zzz-853

### TIPPING LORRIES

AUSTIN 6 by 4 hydraulic tippers, 4-yd. body, excellent condition, with new battery, spare wheel, £290.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-825

**1958** 7-ton, 108-in. wheelbase, Thames Trader diesel tipper, 17,000 miles, £845.

CAMPBELL SYMONDS AND CO., LTD., Forty Avenue, Wembley, Middx. Arnold 7771. 834-169

**1948** E.R.F. twin steer, 12-ft. 6-in. body and twin-ram tipper, 5LW engine, split-type box, unladen weight 5 tons 13 cwt., rebuilt 1954, £375. Justice (Underwood), Langley Mill 3182, home 3625. 834-126

**1955** ALBION Clydesdale, 7-8-ton tipper.

**1955** BEDFORD 5-ton petrol, short-wheelbase tipper, wood body.

**1952** SEDDON short-wheelbase tipper, Pilot tipping gear, P6 engine, wood body.

FODEN 6-wheeler, ex M.o.S., unregistered, new heavy duty Pilo tipping gear and dumper body.

PRAILLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221 (six lines). 834-54

**1952** A.E.C. 6-wheel tipper, 9.6 engine, double-drive, air brakes, all steel body, in excellent order, one owner, £1,400.

**1956** BEDFORD 7-ton diesel tipper, very good and clean vehicle, choice of three, £400 each.

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J. CHARLTON, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. SPARES for most types available. zzz-665

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JAYGEE. For engines, gearboxes, axles and all other spares. Phone, Riv 3656, or write J.G. Auto Spares Co., 109-111 Fulham Palace Rd., Hammersmith, W.6. zzz-604

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**S**ECOND-HAND spares for most models. C.V.S., Ltd., Scotchman Lane, Morley, Leeds. Phone, Morley 1847. 834-41

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**S**ECOND-HAND spares for most models. C.V.S., Ltd., Scotchman Lane, Morley, Leeds. Phone, Morley 1847. 834-44

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**F**ORD AND **S**LATER, **L**TD.,
LARGE AND COMPREHENSIVE STOCK OF SPARES AND SERVICE UNITS FOR R6VF, 6PF AND 7GF MODELS.
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**C**OMMERCIAL motor specialists, have a large stock of spare parts of every description.
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**K**ARRIER 4 x 4, Ford 4 x 4, E.R.F. 4-, 6- and 8-wheelers, Thornycroft TR6, Seddons and Dennis Max, or will sell complete.
**A.** R. LEWIS, 74-76 New Summer St., Birmingham, 19. Aston Cross 1943; after 8 p.m., Har 3935. 834-130

**D**ISMANTLING, A.E.C., Foden, E.R.F., Maudslay, Dennis Max, Pax and Jubilant, Thornycroft, NR6, TR6, Trident, Sturdy, Leylands, Albion, Seddon, Vulcan and most other makes, very large stock of commercial vehicles and spares. Let us quote you.
**R**USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 834-263

**M**ORRIS diesel engine, complete, £50. 4D engines and gearboxes, Perkins engines and spares. T. and F. Motors, 2a Pooles Park, Finsbury Park, N.4. Archway 4582. 834-428

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**11** Thornycroft Amazon rear axles, reconditioned, ex-M.o.S., complete diff., etc., £600 the lot.
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**O**FFERS considered for all the above items.
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**D**ISMANTLING Austin commercials, 1945-50, Bedford 2- and 5-ton, 1939-52, Bedford 7-ton, 1952-60, Commer Q2-Q4, Leyland Lynx, Maudslay Mogul Mk.1, Morris-Commercial 2- and 5-ton, 1945-51, Ford ET6 and ET7, Vulcans, Daimler, 5LW and Perkins P6 engines. All spares available.
**M**EADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 834-45

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**J.** CHARLTON, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. **A**XLES for all makes and types in stock. zzz-673

**R**EAR axles available for A.E.C., Matador, Austin 6 by 4, Austin K5 Bedford QL, Leyland Retriever, also B.M.C. differential units.
**C.** MORGAN AND SONS, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. zzz-753

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**G**OOD-CLASS workmanship on all types of new bodies, repairs and paintwork. Phone, Ley 1927. Laurie (Bodies), Ltd., London, E.11. 854-7939

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**N**EW drop-side body, 19 ft. 6 in. by 7 ft. 6 in., off Dodge 3146 chassis. Geo H. Kendrick, Carters Green, West Bromwich 0778 834-136

**S**PECIALISTS in steel bodies built to your requirements. J. F. Farnsworth, Central Garage, Riddings, Derbyshire. Leabrooks 337. 834-124

**N**EW Edbro 14-ft. 9-cu.-yd. wood tipping body, 2-ft. panelled drop sides with 1-ft. panelled extensions, steel-lined floor, £115.
**L**IGHT-ALLOY platform body, 15 ft. with headboard, in good condition, £60.
**P**ETERBOROUGH ENGINEERING CO., 44 Eye Rd., Peterborough 6161. 834-274

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**B**RAKE linings, 15 in. by 4 in. by ¾ in., 5s. per piece; 13½ in. by 2½ in. by ¼ in., 3s. per piece. L. W. Vase, Ltd., Ampthill, Bedford. zzz-872

**B**RAKE linings, 14½ in. by 6 in. by ¾ in., £1 per piece. Carriage free, order over £5.
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**P**ROMPT South London collection, relining and delivery service: maximum fleet discount available. Supreme, Brixton 8556. 235 Coldharbour Lane, S.W.9. 000-8052

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**L**ONDON. Heavy recovery and breakdown organization. Late night service. Phone or call. The Nightingale Engineering Co., Ltd., Atkinson Distributors, Balham, S.W.12. Battersea 2193. zzz-628

**S**OUTH MIDLANDS. The London Road Garage heavy breakdown service. Phone, Stony Stratford 2114. 858-612

**P**OTTERIES. Shortland Motors, Ltd., commercial vehicle specialists, Dodge distributors, Perkins diesel signholders, heavy breakdown service. Phone, Longton 33261-2. Night, Blythe Bridge 3298. zzz-702

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DENNISS GARAGE, LTD., Wisbech.

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CRANES, new portable garage crane, 35-cwt. capacity, adjustable jib, made by Gibbons, Birmingham, jib heights 8 ft. 6 in. by 10 ft. 6 in. Manufacturer's price £110; our special price £40 each. Reduction for quantities. R. E. TREM AND CO., LTD., Bawtry Rd., Finningley, near Doncaster. Phone, Finningley 203-4. 834-405

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SEATS, cab single comprehensive Austin, Morris, Rootes, Thames ranges.

QUALITY with speed from

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COACH interiors retrimmed.

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BEDFORD OY and civilian, brand-new driver's seat cushions, £2 each, carriage paid, cash with order. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 834-804

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J. CHARLTON, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.

WE carry cylinder heads for all makes of engine; second-hand and reconditioned. zzz-676

## Spare Parts and Supplies (contd.)

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1958 BEDFORD-SCAMMELL 10-12-ton articulator, 23-ft. trailer, 300 diesel engine, very clean condition with open A licence, based Hull (limited company), available immediately.

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OLD-ESTABLISHED Haulage business in Manchester, 25-tons A licences for General Goods, 35 miles, six diesel lorries, 1949-50, price £7,500. Box CM346, care of "The Commercial Motor." 834-241

HAULAGE Business, South West England (Limited Company), meat and general transport, five heavy diesel vehicles, fitted meat containers for long distance, 15 tons A licences, fully employed by reliable firms, 12 months contracts available, present workshops and stores with yard can be rented if required. Box CM348, care of "The Commercial Motor." 834-253

## Miscellaneous Advertisements (contd.)

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HAULAGE business, London area, urgently required, minimum 20 tons. Box CM2721, care of "The Commercial Motor." 834-415

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CONTRACT wanted for 8-wheeled tipper, owner driver, based Bucks, anything considered. Box CM3411, care of "The Commercial Motor." 834-x1431

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ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES, MEANING:—

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Phone, Mercury 2345-6. zzz-943

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TOW hook, rear, new, all size vehicles 5 to 20 tons, average £1 10s. each.
R. E. TREM AND CO., LTD., Bawtry Rd., Finningley, near Doncaster. Phone, Finningley 203-4. 834-406

## Miscellaneous Advertisements (contd.)

### SITUATIONS VACANT

A.M.I.N.I., City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 95% successes. For details of exams. and courses in all branches of auto., diesel, aero, mechanical engineering, etc., write for 148-page handbook free. B.I.E.T. (Dept. 725D), 29 Wright's Lane, London, W.8. zzz-812

LAND ROVER and machinery agents recently established require assistant, 20-35 years, for varied and interesting work (including sales) with some mechanical or electrical experience. Write, R. J. Searle, Ltd., Thames St., Sunbury, Middx. 834-80/35

MANAGER for large transport fleet; experience bakery, laundry, chain stores or similar considered; must have had bodybuilding or body repair shop experience. State positions held in confidence to Box CM3311, care of "The Commercial Motor." 834-80/45

COMMERCIAL vehicle salesman required by west country Austin dealers, first-class salary and commission; only experienced men need apply. Apply Box CM3310, care of "The Commercial Motor." 834-80/44

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WHO OPERATE A MODERN FLEET OF 120 A.E.C. AND LEYLAND PASSENGER VEHICLES BASED ON KAMPALA, CAPITAL OF UGANDA, HAVE A VACANCY FOR A
CHIEF ENGINEER.

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APPLICATIONS SHOULD BE FORWARDED TO:—
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GIVING FULL PARTICULARS OF AGE, TRAINING AND EXPERIENCE. 834-25

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SALESMAN required for Bedford light vans in Guildford and Woking districts, high basic salary, plus commission, good prospects. Apply to F. G. Barnes and Sons, Ltd., By-pass Rd., Guildford. Phone 3355-6. 834-26

THE Ford Motor Dealership in Tenby, West Wales, requires a general sales manager to control sales of new and used cars and commercials from main and sub depots. To the man with ability to stimulate sales and co-ordinate sales administration the post offers splendid scope to rise with the organization. The district is charming with access to a lovely part of the Welsh coast and the area has tremendous development pending both industrial and maritime. Applicants, who should have Ford background and retail experience, should apply in the first place to F. C. B. Jones, Managing Director, Godfrey Motor Co., Ltd., North Rd., Cardiff. Phone, Cardiff 22121. 834-21

INSPECTOR required for commercial vehicle engineers, must have sound knowledge of all aspects of fitting electrical, panel, bodies and paintwork. Apply Works Manager, Scottorn, Ltd., Kingston Rd., New Malden, Surrey. 834-99

DRAUGHTSMEN required at Fighting Vehicles Research and Development Establishment, War Office, Chertsey, Surrey, for (a) general mechanical work on fighting vehicles, and (b) work on radio installation in fighting vehicles. Candidates must have a minimum of three years' workshop experience and possess O.N.C. in mechanical or electrical engineering or equivalent. 5-day week of 44 hours (including meal breaks). Payment for overtime. Paid sick leave. Canteen. Salary according to age, £640 (age 25), £736 (age £28 and over) rising to £850. 18 days annual leave in addition to public holidays. As a concession, assisted travel scheme in operation. Applications to Administrative Officer (General), F.V.R.D.E., Chobham Lane, Chertsey, Surrey, or any Employment Exchange, quoting Staines 1270. Closing date January 1, 1960. 834-82

COMMERCIAL Vehicle representative preferably residing in the Essex territory is required by Austin distributors, car provided, excellent pension scheme. Write, giving details of previous experience. Box No. 5083 Mason-Peacock, Ltd., 184 Strand, W.C.2. 834-22

SPARE parts/stores manager required by British merchant house in Tripoli, Libya, in connection with their autos, diesel engine, oil-drilling equipment, etc., agencies. Free air passages, furnished accommodation at nominal rent, home leave, non-contributory pension scheme. Write Personnel Officer, Mitchell Cotts Group, Ltd., Cotts House, Camomile St., London, E.C.3. 834-252

CHIEF designer required by Midland manufacturer of commercial and municipal vehicle bodies and trailers. Full details, age, experience, salary, etc., Box CM342, care of "The Commercial Motor." 836-8067

A Qualified automobile engineer required by a large firm in the Liverpool area operating C-licensed vehicles.
APPLICANTS must have the ability to handle paper work together with general administrative knowledge as applied to the maintenance of a fleet of vehicles, and be prepared to travel.
SALARY according to qualifications. Write full details, age, experience and salary required to Box CM343, care of "The Commercial Motor." 834-231

TRAFFIC Manager required, experienced express and excursion operation, private hire, licensing procedure, etc., to be based at Luton. Applications stating full particulars and salary required, to Seamarks Bros., Ltd., 54 High St., Westoning, Beds. 834-210

WELL-KNOWN Devon and Cornwall group of operators require a manager capable of controlling offices and introducing traffic. Apply in writing, South Western Traffics, Ltd., 1 Barnfield Crescent, Exeter. 834-x1410

## Miscellaneous Advertisements (contd.)

COMMERCIAL-VEHICLE salesman required, must be experienced and competent engineer and able to inspect and give accurate reports on part-exchange vehicles, and able to buy on own judgment; car provided; salary, etc., in accordance with experience. L. A. Mitchell (Motors), Ltd., Dodge Distributors, Morris-Commercial Dealers, 1 Balham High Rd., S.W.12. Phone, Bal 2234. 834-500

FITTERS required, passenger-commercial Ford main dealer in pleasant Sussex town. Flats available, including one ground-floor. Pension and bonus schemes. Apply Works Director, Gilbert Rice, Ltd., Horsham. Phone 4331. 834-502

ADDITIONAL car and commercial vehicle salesmen required by Rootes Group main dealers, in Hertfordshire, experienced preferred but not essential, as training will be given to right men, good opportunity for men of drive and initiative in an expanding organization. Apply stating past career, and in which department interest lies. W. Waters and Sons, Ltd., Barnet By-pass, Hatfield. Phone 2711. 834-503

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SOMERSET and Wilts, extensive covered and open storage space available. Collection and distribution services to all areas. Dry Store Warehousing Co., Garston, Frome 3222. 834-7945

TRANSPORT depot, required with covered accommodation for loading and unloading, North London area. Box CM341, care of "The Commercial Motor." 836-8065

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| 1956 Bedford 10 ton R6 II Tractor Unit .. | £475 |
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## Miscellaneous Advertisements (contd.)

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REFUSE COLLECTING VEHICLES.

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REFUSE COLLECTING VEHICLES,

DIESEL DRIVEN, WITH POWER OPERATED BIN LIFTING MECHANISM.

Tender forms and details from Borough Engineer and Surveyor, Town Hall, Camberwell, S.E.5. Closing date December 30, 1959. 834-6

COUNTY BOROUGH OF EAST HAM.

SUPPLY AND PURCHASE OF VEHICLES.

TENDERS ARE INVITED FOR THE FOLLOWING:—

SUPPLY OF ONE 3-TON END TIPPER.

SUPPLY OF ONE 15-CWT. VAN TAKING IN PART-EXCHANGE A FORD 1950 5-CWT. VAN.

SUPPLY OF TWO REFUSE COLLECTION VEHICLES FITTED WITH SHEFFLEX BODIES.

PURCHASE OF A DENNIS 1945 REFUSE COLLECTION VEHICLE (not in roadworthy condition).

Further details and forms of tender obtainable from the Borough Engineer, Town Hall, E.6, and returnable by not later than 12 noon on December 22, 1959. 834-81

THE OFFICE OF

INDIA SUPPLY MISSION,
2536 MASSACHUSSETTS AVENUE,
N.W. WASHINGTON 8, D.C.,
UNITED STATES OF AMERICA,

INVITES TENDERS FOR THE FOLLOWING:—

TENDER INQUIRY NO. SE.114.

"FOR THE SUPPLY OF TWO INDUSTRIAL TYPE TRACTORS, DIESEL APPROXIMATELY 75 H.P. WITH DRAWBAR FOR TRAILER ATTACHMENT, PAYLOAD ABOUT 10 TONS, REQUIRED BY NEYVELI LIQUITE CORPORATION, LTD., MADRAS, INDIA."

Tender documents, etc., relative to the above, can be obtained from the Co-ordination Branch, India Store Department, Bromyard Avenue, Acton, W.3, at a cost of 14s. 3d. per tender, and is not refundable.

Tenders are to be returned direct to India Supply Mission, 2536 Massachussetts Avenue, N. W. Washington 8, D.C., United States of America, so as to reach them by January 8, 1960.

Specimen copy of the above inquiry can be seen at India Store Department, Vehicles Branch, Bromyard Avenue, Acton, W.3, under the following reference:—S.3725/59/HEA/VEH. 834-28

## Miscellaneous Advertisements (contd.)

THE SHEFFIELD CORPORATION.

CITY ENGINEER'S DEPARTMENT.

OFFER THE FOLLOWING VEHICLES AND PLANT FOR SALE BY TENDER:—

1 (No.) Thornycroft "Sturdy Star" 5-ton diesel tipper, 1951.
6 (No.) Commer Q3 Mark II 3-ton petrol tippers, 1949-50.
4 (No.) Dennis Gully Emptiers, type GE, 750 and 600 gall. capacity, petrol, 1936-9.
2 (No.) Karrier Gully Emptiers, type CK.3, 750 gall. capacity, petrol, 1936-9.
1 (No.) Aveling-Barford Roller, 9 ton, diesel, 1945.
1 (No.) Blaw Knox Power Winch.
14 (No.) Harbilt Electric Trucks and battery chargers, 1950-2.
1 (No.) Universal Factory Sprinkler Sweeper Collector, 1953. Sets of cleats and spare cleats for tractor wheels.
2 (No.) Fordson "Major" Tractors, petrol/paraffin engines and hydraulic pumps, 1948-50 S.H.
1 (No.) Colerite Concrete Mixer, type colloidal, 1952.
1 (No.) Phoenix Self-propelled Cold Emulsion Sprayer, 1954.

Several of the above vehicles and plant have spares.

Particulars and tender forms giving times and place of inspection can be obtained from the City Engineer, Town Hall, Sheffield, 1. (Quote Ref:—Plant 1.) 834-84

12-YD. S. and D. refuse collection freighter (1948) offered in present condition, inspection at Adelaide Depot, Endsleigh Rd., Southall, during normal working hours. Offers to Borough Engineer, Southall, Middx. by December 21. 834-517

## BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.
DIESEL oil stock books. Cost books, etc. Send for descriptive lists.
CHARNWOOD PUBLISHING CO., LTD., Coalville, Leicester. zzz-624

THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

WHO'S WHO IN THE MOTOR INDUSTRY (Third Edition). A Directory of Personnel in the British Motor and Commercial Vehicle Industries and a comprehensive guide to constituent companies in the two industries, and to allied organizations and trade associations. Includes sections on the Motoring Press, British Motor Clubs and an extensive Biographical Section. 548 pages. Price 42s. net or 43s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

"MODERN CLEANSING APPLIANCES," by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

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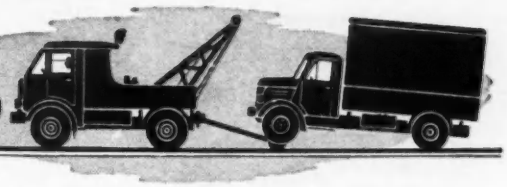
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*Edited by G. Mackenzie Junner*

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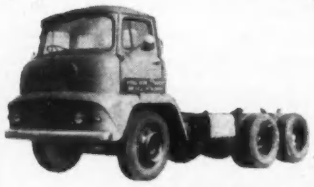
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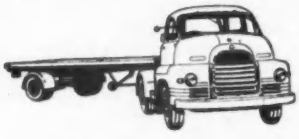
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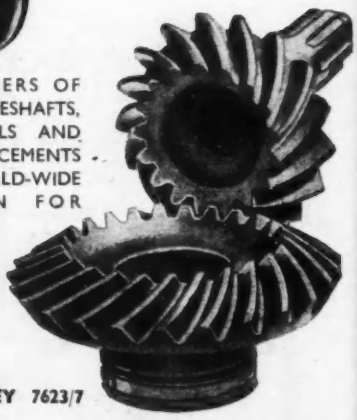
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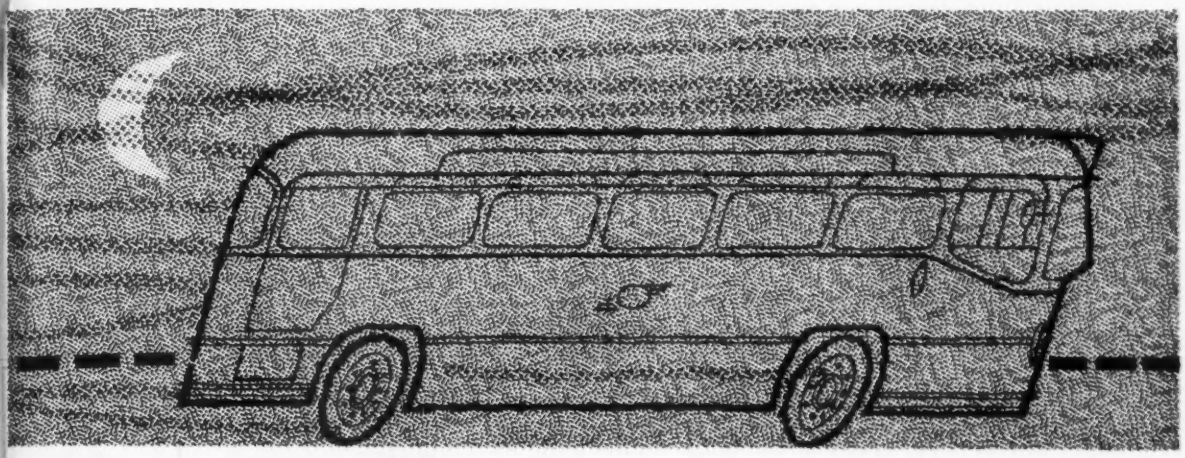




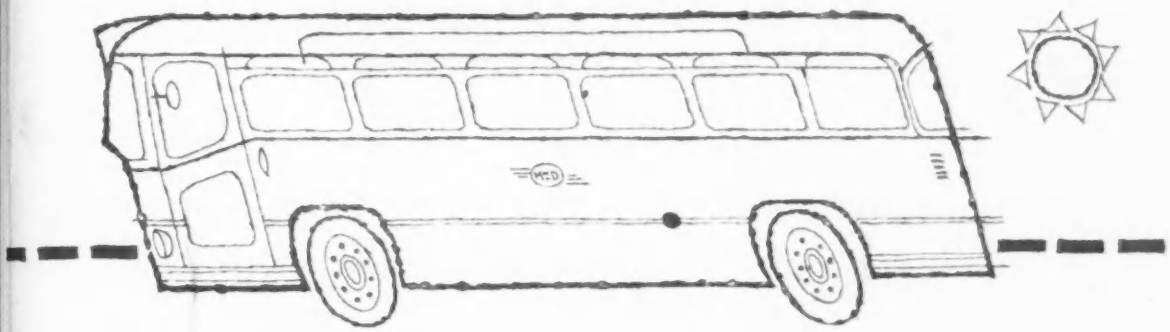
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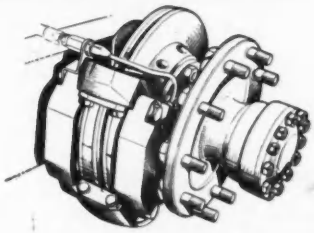
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# Ferodo First – on Britain's first motorway coaches







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**Trials where a fully laden prototype coach was braked from 70 to 30 mph every 1½ minutes for 2 hours showed complete braking efficiency and absence of fade.**

Working in conjunction with Girling, Ferodo technicians and scientists developed these specialised brake pads, which yet again prove the superiority of Ferodo friction materials.

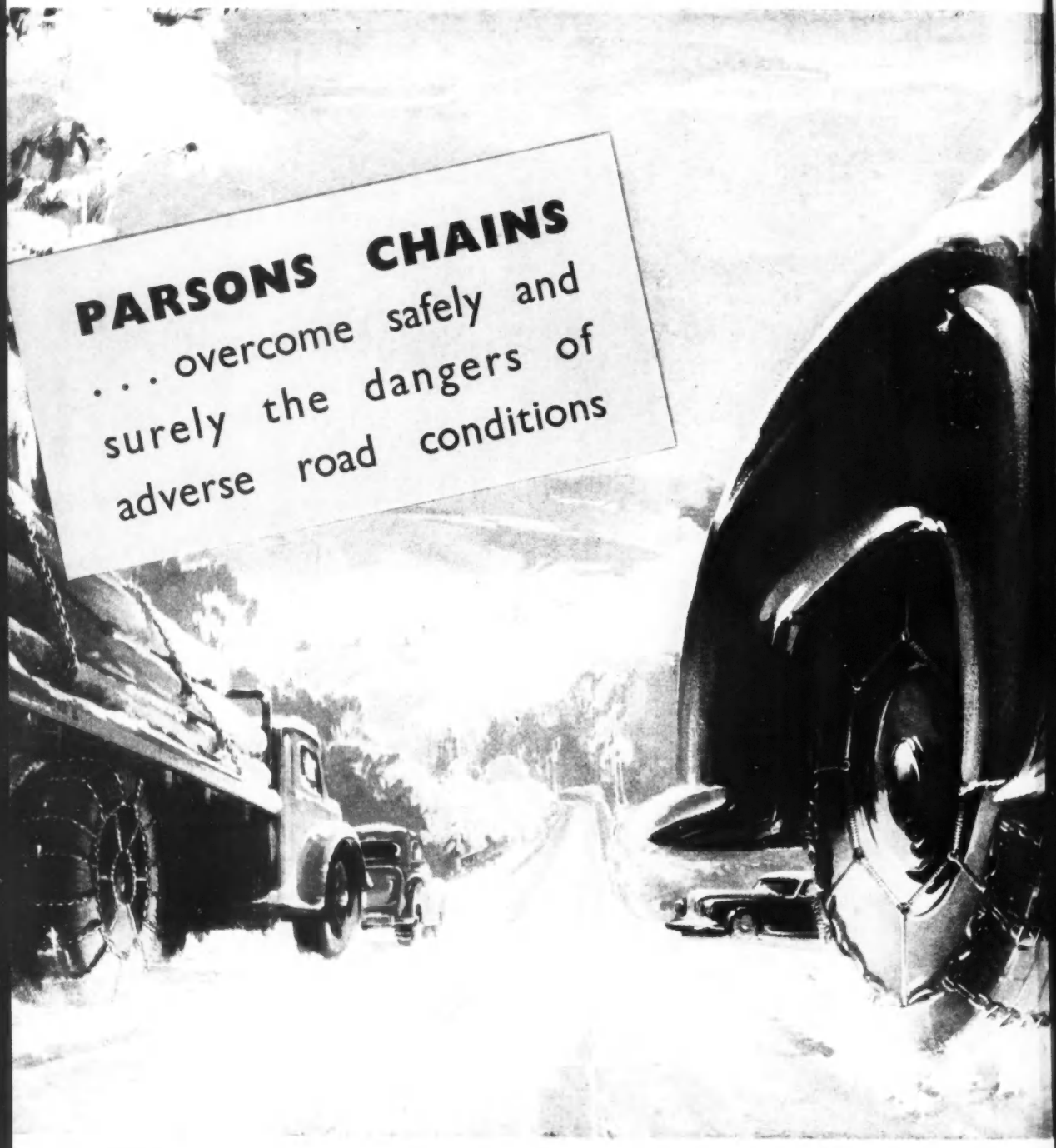
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